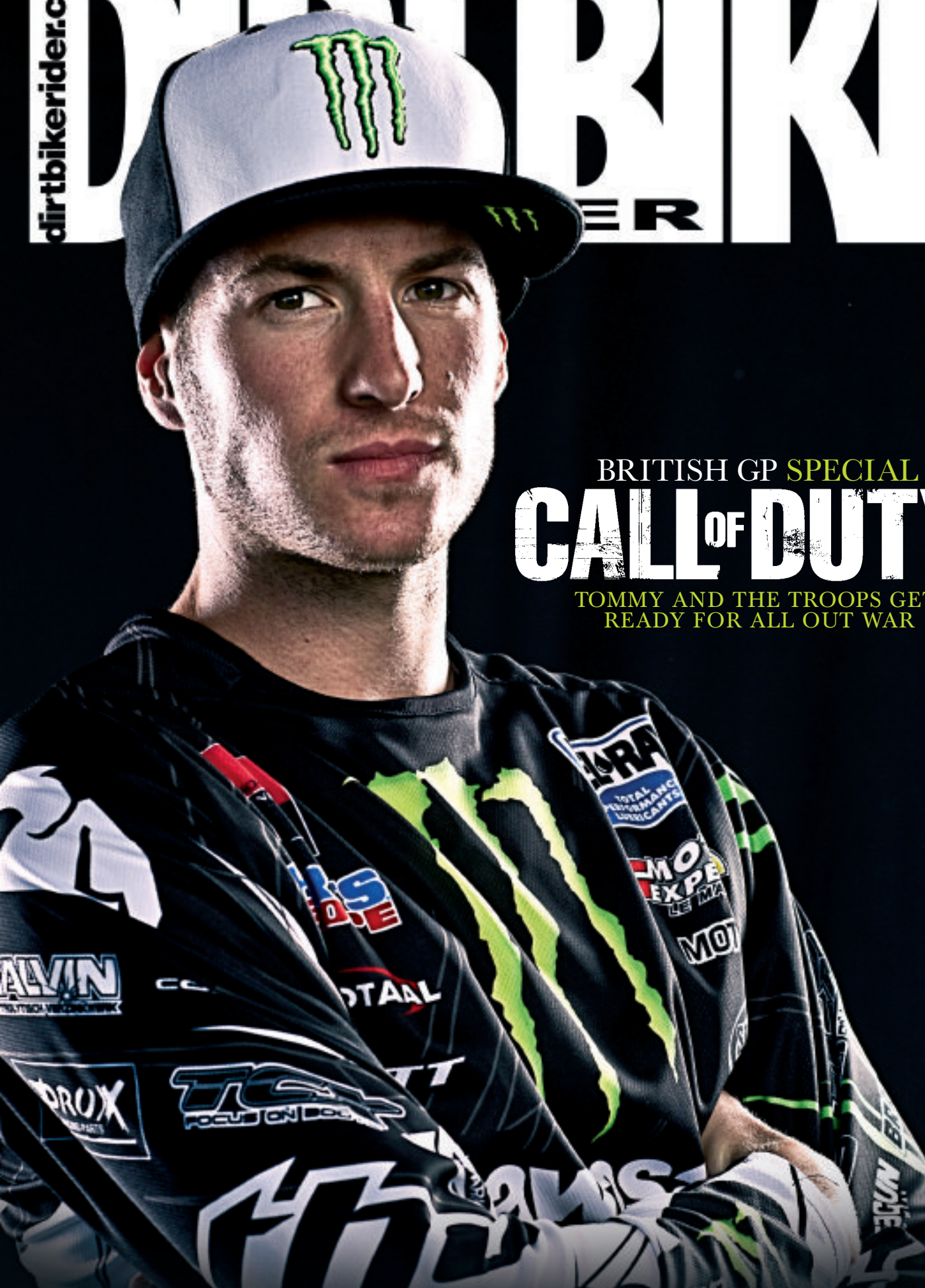


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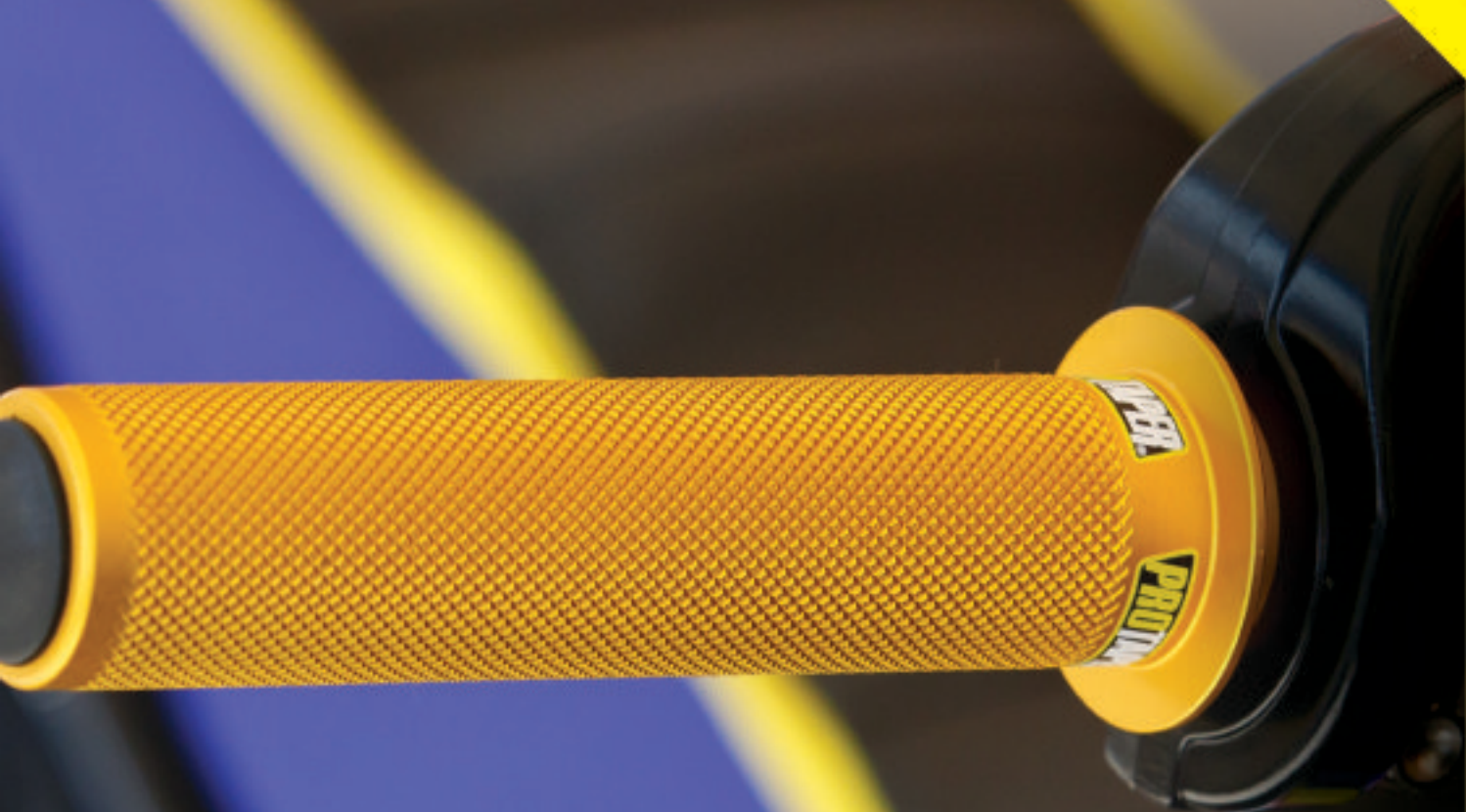


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COVER: Tommy Searle means serious business at the upcoming British Grand Prix © Ray Archer

CONTENTS: The new loop at Hawkstone offered up some sweet photo opportunities as Tyco Suzuki's Stuart Edmonds kindly demonstrates © Sully

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COMMENT

It feels like everything builds to one massive peak at this part of the year with domestic race championships all hitting their purple patches as riders settle into their seasons. No matter if you're championship class or club class each series has whittled to a short list of who are the men and women to watch and be inspired by.

The height of the summer also means the world championships hit our shores and all in a summer rammed with Jubilee, football, tennis, Tour de France, Olympics...one event has just rolled into another. As we put this issue of DBR to bed the World Trial GP has just happened up the road from us in Cumbria and the MXGP at Matterley Basin is just a sniff away. But for a break in the friggin' clouds things couldn't be more perfectly poised.

The hype surrounding a major race meeting is always massive, more so if it's the sport you're passionate about. When you've spent time, effort, blood, sweat, tears and way too much money to witness the very cream of that sport look so utterly competent and relaxed while doing such utterly bonkers things with a motorbike is a sight only truly experienced live.

For this former trials rider seeing the likes of James Dabill, Jack Challoner and Bradley Cox (to name three) giving their everything at the trial GP inspired me to get the old boots from the cupboard under the stairs. Seeing the main man Toni Bou literally act as course sweeper for two days and brush everyone aside with skills you can't help but stand in wonder at was stunning.

Which brings us nicely to the British MXGP at Matterley which looks set to suck the last remaining wisps of breath from my lungs. Steve Dixon and his crew are well onto a massive task to bring us the best home GP ever and the programme looks to back his ambition. Reading Sutt's GP preview in this issue had the goose

bumps rising in anticipation of what promises to be a very special event to rank alongside all the rest of this summer's sporting hype.

It's hard not to get swept along by it all in a wave of expectation of our British athletes. Plenty of whom will be giving their absolute everything in front of their home crowd at Matterley and all of whom the Suttmeister has interviewed ahead of the Britain's biggest MX event of the year. Check it out.

If I'm honest this month's cover makes the hairs on the back of my neck stand up in anticipation too, and not just because it's just about the boldest DBR cover in the history of the mag! Tommy Searle is a global star, a brand even who'll no doubt be Mr Focused from Focusedland with his focused hat on driving around in a Ford Focus in preparation for the GP right about the time you first pick up this issue. But we bumped into him the other day at a practice track and the chilled normality of the guy was refreshing (even if his flash Audi was a tad higher spec than a Ford Focus). Some say you make your own luck in sport, life even, but it's hard not to feel sorry for the string of hurdles he's had to leap over in his battle against the relentless Jeffrey Herlings and their pursuit of the 2012 MX2 world title.

If you need any more inspiration to cheer your fekk'n' head off at all the Brits, all weekend at Matterley then read Tommy's quote on page 49 and I challenge you to stop yourself from legging it down to Hampshire.

We'll be in the Basin, en masse as it happens with our marketing temptresses and their tempting goodness on the DBR stand. We'll be getting there nice and early to make sure we get the full programme of events, so see you there.

JP

Gerrup there son! Dabill hits an insane step on route to his first trial GP podium



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Tommy's all over this month's DBR but we figure he's earned it mind, and all the cheers you're gonna give him at Matterley



NEWSH UND!

A MIDSUMMER ROUND-UP OF ALL THAT'S HOT AND ALL THAT'S NOT IN THE OFF-ROAD WORLD...

It's been a funny old month for us dirt bike folk with the cancelled Canada Heights Pro National not kicking things off. Swanley is a fair old trek for us northerners and it was definitely unfortunate that no racing could take place on the Sunday but that's just the way it had to be because after a night of epic rainfall the track was wetter than an otter's pocket.

Totally unrelated to that decision, the MCF and Events 22 have come under a bit of fire recently – especially from the ACU – for doing the old switcheroo with one of their dates that basically created a three way clash with a Pro National/Elite Youth Cup, British Youth National and the British Masters all happening on the same weekend. Now I'm all for a bit of three way action but it's not particularly good for the sport when cash-strapped racers are forced to decide which championship to follow – especially if they've paid large registration fees up front.

But at the end of the day it's the racer's decision to choose where they wish to ride – unless they're registered to race at the British Youth Nationals, apparently. For the ACU to threaten to sanction registered riders who ride elsewhere on that weekend sucks ass and seems a little bit petty. Of course I understand why they're pissed and all but seriously? In my mind that's worse than the MCF banning Kristian Whatley for a round after he missed FatCat to race in Australia. What was the point?

A subject worth way more attention is Tommy's troubles in the MX2 world championship. Our British battler ain't had it easy this year with brake problems in Bulgaria and issues with dirty riding in Fermo but he looked to have things under control as the series entered its final third. "I feel confident and I'm doing everything I can," said Tommy two days after the Swedish grand prix. "My head's strong at the minute and I feel like I'm the fastest guy out there and the strongest guy but we'll have to see – it takes a little bit of luck in this sport but I feel that my chances are good."

Five days later though and Tommy's much less buoyant after two freak DNFs completely write off his Latvian grand prix. A split oil line in race one causing the engine to run dry and seize and then his rear tyre pops off the rim in race two. Fortunately Herlings' bike packed up in race two n'all so at least the damage was minimised. The point is Tommy needs our help so let's all get to Matterley Basin on the weekend of August 18/19 and cheer him on like our lives depend on it. The other Brits will need supporting too so bring some friends. Okay?

While I'm in a get your ass to events kind of mood let me remind you that the sixth round of the Red Bull Pro Nationals goes off on August 25/26 followed the day after by the seventh round of the Maxxis at Langrish which is literally just up the road from

Matterley Basin. A plethora of British stars will be banging bars at both meetings even though the switch from sand to slippery chalk hardpack will be less than sweet.

The weekend after that (Saturday September 1 to be exact) feet-up arena trials action takes over Piccadilly Gardens in Manchester's city centre so God only knows where the emo kids are gonna hang out! Basically Dougie Lampkin MBE will take on a star studded field of Lycra-lovin' lotharios including Adam Raga, Jack Sheppard, Alexz Wigg and Bradley Cox in a battle of bike skills. Admission is free and you'd be a fool not to go check it out.

On the subject of trials, the British GP went off at Nord Vue in Cumbria t'other week. Although Toni Bou had already claimed the world title he beat 'em again just to prove he's the new boss now Lampkin's let it go. Adam Raga bitch slapped Jeroni Fajardo in the race for second place in the series after Jeroni's Beta team-mate James Dabill snatched third from under his nose in Sunday's final encounter. Believe it or not that was Dibsta's first trip to the TWC podium so well done that guy!

I actually missed James' giant and oh-so peachy ride to the podium as I was at Hawkstone Park for the sixth >>>



An up and down season for Raga finally came good at the GB TWC



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Max Anstie making the most of a 450 outing and hitting it big time!

round of the Maxxis. Although I was there I also missed Nico Aubin becoming the first rider to triple the double to tabletop combo where the old whoop section was as he claimed fastest time in the MX2 Superpole session. Max Anstie repeated the feat in MX1 free practice and trust me the jump was huge. Maybe not any faster because of the hang time involved but definitely cool as f*ck!

Also cool as f*ck was EBB's pass on Mel Pocock in moto one in the new downhill hairpin section. As soon as I saw the updated section of track I knew it was ripe for some interesting passes and I didn't have to wait long. "Did you see that?", asked Mel Pocock with disbelief when I asked him about it later. "It was a bit naughty because it was out of people's sight. When he hit me he squashed my little finger so hard – I was like grrrrrr – and I didn't even care about being hit because my pinky hurt so bad. I sat him up in a corner over there just to let him know that if he wanted to play that game then I was willing to play it too but it was a good race and really amazing to be a part of."

Super-cool South African Nev Bradshaw was also a happy camper in Hawkstone after agreeing terms to return to DB Racing Honda next year. The privateer team helped relaunch Nev's career after a couple of injury filled years on 450s and it's nice they're reunited after parting on semi-bad terms a couple of years ago. Since then it's been obvious both parties have been pining for each other and I'm pumped that they're getting together again. Awww.

There's a new team in the Brit MX paddock as Mark Perfect launched the Pendrich KTM team that's now home to Bry Mac and Mark's son Mark. It seems life wasn't so peachy under the Rockstar KTM awning where they were hanging out previously so they branched out and are now doing their own thing. If the quality of their chocolate fudge cake is anything to go by then they're gonna do just fine.

Somebody else who I want to do just fine is Shocktech's Ryan Mason who's currently still in hospital following a practice crash. The easy going and ridiculously talented suspension setter upper hurt himself pretty badly but seems to be in good spirits and super positive about making a good recovery. Get well soon buddy!



MAC211

RETURN OF THE MAC!

BILLY'S BACK ON TRACK AND DOING WHAT BILLY DOES BEST – NOT GETTING HIS COLUMN IN ON TIME...

Words by Billy MacKenzie Photo by Matty Muir

I'm fresh off my return to the Aussie MX Nationals with my comeback race at Appin in Sydney for round eight. It's been an exciting build up with a lot of last minute test sessions to get ready but we got half way there and that was good enough to go racing.

I've been enjoying riding so much since my wrist has healed. Once again I think I put too much effort in to the start of the season and had a 'must win' attitude only to have it bite me again. It's a fine line and one I must learn to balance! So recently I've been riding my bike for fun a bit more – I've done some trail rides down the beach and been hitting the freestyle ramp a few times too.

At Appin we were tuning in our hardpack setting all day. I qualified terribly and had to stiffen my front-end up loads before the first of the back-to-back races. I started well and ran with the top five for a while before getting some chronic arm pump. I slipped back to just inside the top 10 in that race. With not long to rest we were back out and I had an almost identical result. I wasn't happy but I knew there wasn't much I could do. At least the first pair of races were out of the way and I could look forward to the second two.

I got out to a good start behind Josh Coppins and pushed him for the first couple of laps. I felt my speed was good and we had doubled the oil in the forks to make them stiffer again. The bike was a lot more balanced and I was riding well. I was almost about to settle for second place early on after we'd settled into a rhythm but pushed on for a bit longer.

I was right behind Josh for around 15 minutes before I made a few mistakes. He got a bit of distance on me and I was in a battle for second. I ended up getting on the gas way too early and spinning the back wheel out of a shallow rut with 10 minutes to go. It was a silly crash and I was annoyed I didn't hold on for second but I was happy with my speed and fitness for my first race back so now I'm just putting in the laps during the week in preparation for the next round which isn't far off.

I'm pretty excited for the remaining part of the season. We recently imported my old chief engine technician from the CAS Honda days – that's Mr Pringle – so I'm excited to be working with a familiar face and someone who knows what I'm looking for from the bike. I've already made some big improvements and with a bit more testing in the coming weeks I'm hopeful that the bike will be where I want it and I can try and win some races before the motocross season ends over here.

With such a sh*t motocross season this year I'm actually really looking forward to the Super X season starting! The series looks exciting this year with the main event being at the Phillip Island MotoGP race so that will be one I'm definitely looking to win!

I really wish I could have come home for the British GP but it clashes with one of the Aussie Nats rounds. All the best to the British boys and Steve Dixon – I hope it keeps getting better and better every year.

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THE REVEREND

UPGRADE!

WITH THAT SEEMINGLY ELUSIVE PODIUM GETTING EVER CLOSER JAKE LANDS A FULL-ON FACTORY BIKE...

Words by Jake Nicholls Photo by Ray Archer

We have sunshine as I write which makes a change after some seriously pants weather of late. If I'm honest the weather in Belgium hasn't been great but it sure hasn't been anywhere near as bad as back home. My dad sent me some pictures the other day of the standing water and mud that had been pushed off the hills at our farm as a result of the rain. I'm dreading going back there as I know I will have my work cut out fixing the track up with all the rain ruts but the Bobcat should get the job done spot on!

Since I last wrote we trekked to Sweden in the camper to yet another wet GP weekend. I love the Swedish GP partly due to the fact that I've raced every GP there since 2006 – yes, I'm an old git – and partly due to the blondes floating about the paddock. It's a cool track too which is special in its own way.

The weekend went well for me and I ended with a sixth and a fourth in the muddy conditions so that was a success. From there we drove home again and that week I got to test the 2013 standard bike with my suspension in it. I was gob-smacked by how good it is. It's completely new with a new improved chassis and also a new engine which is based on the 350.

My current race bike is a standard framed 2012 bike with the 2011 four-speed factory engines from Herlings. I was faster on the standard bike – the track was a very rough sand track so it was more about handling than anything else. The power was incredible for a standard bike also and as a big guy I don't normally enjoy riding stock 250s that much as I feel I have to slip the clutch and rag the thing to go anywhere.

That night I had a meeting with the team to discuss 2013 as I had a good offer from another manufacturer and I needed answers. After riding the bike and with the team offering me a good deal I signed there and then for another – and my final – year in MX2 GPs which I'm pleased about as I know how the team works now and I only live four miles from the workshop. They're good people with good team partners and sponsors and I've got a great mechanic who's also English. I also get to continue my relationship with KTM which so far has been a good and enjoyable one.

That weekend I had no race so I went and did a 100km cycle ride with my friend and neighbour Johan Boonen – the 500GP legend – on the famous roads of Flanders where the big, early season cycle races happen here in Belgium. It was nice to do something different and the sun was out too which was a bonus.

Sunday I was the sofa king and just chilled out

watching TV. Then it was back to work ahead of the Latvian GP which turned out to be another muddy one. I qualified fourth which was good then in the first race on Sunday I was running second for ages until making a mistake and letting Herlings by. I had then lost the pace that I was running before but still finished a strong fourth which I was happy with.

In the second race the heavens really opened. I had a good start but aquaplaned before a big jump four corners later and had a huge crash. I got up – albeit a bit slow – but the bike was destroyed and so I DNF'd the race which was heartbreaking as I had a huge chance of being on the podium. I was pretty cut-up about it to be honest.

After the mud of Latvia I got a bit ill midweek but managed to get a ride in at my local – Lommel. Then on Thursday Blu, my teammate Glenn and I left for Germany from where we flew to Moscow for the Russian GP. I can honestly say Russian traffic is like no other and the roads are busier than the M25 and every junction has traffic lights. From the airport it took me nine hours of constant driving to get to the track and it was only 260 miles.

I was knackered and over it. I had to do all the driving myself as Jacky my boss decided not to come which annoyed me a bit but we got there safe and sound. Saturday was a sh*t day as the track wasn't riding very well and was quite wet. The heat race at Semigorje was a washout but I managed seventh in that. Sunday was better and I managed a fourth and fifth and rode at my best race pace of the year proving that I'm pretty close to third place pace now.

Russia wasn't actually that bad other than the traffic although our hotel was a bit skanky but not too bad. The main problem was they speak no English at all. The track ended up good as it got as rough as – which suits me and I enjoyed it.

I'm a bit excited as I write because today was my first time out on the 2013 factory bike which I'm racing from now on for the rest of the season. It's a lovely bike and it ripped around Lierop today. It was bloody hot though and I'm still cooking now at 11pm. No complaints though as it's good training and better than the rain.

I look forward to seeing you all at the British GP – it's going to be unreal. Thanks for reading.

Go hard #45!

HERLINGS HOSPITALISED!

BUT LUCK'S STILL ON HIS SIDE...

Jeffrey Herlings seems to be having all the luck this year and even when he's unlucky he's still pretty damn lucky. For example take his second moto breakdown in Latvia where he still scored three championship points because the majority of racers in the MX2 class DNF'd before him for one reason or another.

And then on his way back from the Russian GP the Dutchman got involved in a car crash that knocked him out and hurt some ribs. While that's obviously quite unlucky the fact is it happened after the race – and at an event that has a two-week gap until the next round – pretty much sums up the way his cookie's crumbling this season.



KARRO'S CRASH!

STR TEAMSTER SAMPLES SWEDISH SOIL – MMMM TASTY!

“I tastes like IKEA meatballs,” is not what Matiss Karro said when he finally came around after knocking himself out in pre-qualifying at the Swedish grand prix. The likeable long-haired Latvian jumped into the back of a rider on a blind jump while putting in a super fast lap and went down hard – hard enough to compress some vertebrae and switch off his senses for 10 minutes or so. While Matiss was hoping to be back for Matterley team boss Steve Turner says it's not gonna happen which mostly likely means J-Law will fill in once more. Failing that we can probably rely on Suttly to think of someone in the shower again...

FAST FORWARD... WAS THE RUSSIAN GP A VISION OF HOW THE FUTURE WILL BE?

With the world championship heading overseas more often in 2013 and beyond it's looking likely that we'll see more and more empty spaces on the grid. Although Semigorje is very much a part of mainland Europe the logistics nightmare of getting there meant that only 15 MX1 and 25 MX2 regulars made the journey. Okay, some riders were obviously no shows due to injury but it doesn't bode well for the future of the world championship – maybe Youthstream can run mixed-capacity motos with 40 starters at all distant rounds in future...



*Searle Smokes 'em in Kegums
for all the wrong reasons*

POP QUIZ!

WE'LL START WITH A TRICKY LITTLE QUESTION BEFORE MOVING ON TO ALL THE MOVERS AND SHAKERS IN THIS MONTH'S WORLD CHAMPIONSHIP CHARTS, MATE...

Photos by Ray Archer

What have Jamie Law and Tony Cairoli got in common? Hmmm, well they both have smoking-hot blonde girlfriends but that's not really the answer we're looking for. Give up? Okay. Despite having five world championships between them Cairoli and STR stand-in J-Law both make the schoolboy error of getting stuck in the mud at the Swedish GP which means zero points on their scorecards from round nine of the world championship.

For Cairoli this is particularly bad because while he's stranded trackside Clement Desalle goes 1-1 and turns a 47 point deficit into a three point lead. Unfortunately for the MX Panda the red plate is apparently very heavy and he cracks under the strain of carrying it in Latvia. Meanwhile Tony C returns to his winning ways and immediately takes it back then does a double in Russia to stretch out the advantage to 20 points over the Belgian Rockstar Suzuki rider with just five rounds remaining.

Christophe Pourcel holds down third in the series standings ahead of fellow Frenchie Gautier Paulin and Belgian battlers Ken de Dycker and Kevin

Stribbos who wins race two at Kegums which is his first world championship race win since the end of 2007!

Shaun Simpson's still top Brit in the class and should leapfrog into the top 10 ahead of the injured David Philippaerts before the British GP. The highlight of Woody's month is a near miss of the Swedish podium after he runs 4-5 on the full factory Yamahauler. Watching the Scot battle with Tony Cairoli around the Uddevalla circuit is almost like being back in 2008 again. Funnily enough the weather is the same n'all. Weird.

In MX2 Tommy takes his second win on the bounce by running 2-1 in Sweden as Herlings hits trouble. A 1-7 scorecard is far from disastrous for Jeffrey though especially next to his Latvian 2-18. The Dutchman bounces back in Russia though with a 1-1 though so all's good in his 'hood!

Searle sets off for Kegums 16 points in arrears of the red plate holder and comes away 41 points down as he fails to score a single point. An engine seizure in race one followed by a tyre popping off the rim second time out is unlucky to say the least. Tommy's season has been dogged by technical

problems and the 75 potential points lost through those three DNFs are difficult to swallow when he's only 49 points behind the leader in the points chase. Time's running out for Tommy but with 250 points still up for grabs anything can happen. Fingers crossed.

Behind the quarter-litre division's big two Jeremy van Horebeek is currently best of the rest and is now almost within striking distance of Tommy – especially if the Brit were to have more technical problems. Kegums winner Joel Roelants holds down the first non-medal position ahead of Jordi Tixier while The Reverend Jake Nicholls sits sixth after another stellar month sullied only by a race two crash in Latvia that left his bike unrideable. In season's past Jake's recent form would have seen him stand on the podium several times but with it being tighter than ever at the top this year he's had to be content with a string of near misses.

Third Brit in the top 10 is Gariboldi Honda's Max Anstie who holds down seventh in the standings despite notching up two no-scores this month. The highlight of Mad Max's month is a fourth in race two at Kegums.



*MX God he might be but
Cairoli's no good in the bog*



*Kawasaki's Pourcel
holds third in MX1*

STANDINGS

MX1

1	Antonio Cairoli	442
2	Clement Desalle	422
3	Christophe Pourcel	393
4	Gautier Paulin	376
5	Ken de Dycker	341

MX2

1	Jeffrey Herlings	478
2	Tommy Searle	429
3	Jeremy van Horebeek	417
4	Joel Roelants	344
5	Jordi Tixier	309

STANDINGS

MX1

1	Kevin Strijbos	388
2	Shaun Simpson	339
3	Matiss Karro	308
4	Gert Krestinov	264
5	Martin Barr	243

MX2

1	Mel Pocock	343
2	Elliott Banks-Browne	327
3	Neville Bradshaw	271
4	Steven Lenoir	254
5	Nico Aubin	239

Boom! EBB and Ginge trade blows in the Hawkstone sand

FATAL BLOW?

BANKS-BROWNE'S BREAKDOWN HANDS MEL POCOCC THE MAXXIS SERIES LEAD AGAIN – CAN EBB RECOVER WITH TWO ROUNDS LEFT?

Words and Photos by Suttly

Hawkstone Park hosts round six of the Maxxis British motocross championship where more technical issues for HM Plant KTM UK's Elliott Banks-Browne lead to the loss of his MX2 series lead.

The opening MX2 moto is a barnstormer as EBB – who's not raced since Desertmartin because of a wrist injury – and Monster Energy Yamaha's Mel Pocock swap the lead and trade paint six or seven times before Elliott's bike breaks. With Banks-Browne only holding an eight point lead heading into the event Pocock snatches back the series lead by taking the race win.

Moto two's pretty traumatic for Ginge though. "I prepped an amazing gate in the middle by the box and Aubin stole it," says Mel. "I was pretty pissed off about that. I got a bad start and when I came round on the first lap the pit board said I was 19th and from

there I had to charge through the pack. I managed to get fourth in the end."

Since EBB only manages third in that race as a late fall allows Aubin and Nev Bradshaw by, nothing's really lost or gained in the championship chase and in the mixed-capacity third moto, which puts the top 20 from each class together, the pair finish seventh and eighth with Mel in front. That means with two rounds – and six motos – left to run Pocock holds a 16 point advantage over Elliott which means it's still pretty much wide open.

The same can't be said in MX1 where Kevin Strijbos takes his fourth maximum score of the series in dominant style. The Belgian is joined on the podium in Shropshire by wildcard Max Anstie and Shaun Simpson, who hadn't bothered. While his comeback from injury wasn't too great results wise, the riding time definitely won't have done Doogs any harm and as something of a specialist on Langrish's type of high-speed hardpack we should definitely expect to see him back up front on August 27.

CALIMERO QUILTS!

MARC DE REUVER CALLS TIME ON RACING IN THE UK AS HE RETURNS TO GPS WITH ICE1...

It's a split that everyone saw coming from the moment the chicken-legged Dutchman signed for the Lanes Kawasaki team and the biggest surprise is how long it's taken. It was obvious for some time that De Reuver was unhappy and he wasn't at all shy about telling anyone who'd listen that he much prefers the ICE1 bike to the Lanes Kawasaki. In Marc's absence Alfie Smith will pick up domestic duties for the rookie team.



Strijbos is unstoppable in the Hawkstone sand



Doogie's back!

JD ON THE ROCKS!

DOOGIE MAKES A COMEBACK AT HAWKSTONE PARK BUT IT'S A DAY TO FORGET...

It was pretty cool to see MVR-D Honda's Jason Dougan back on track at the Hawkstone Park Maxxis although after suffering the day from hell he probably wishes he hadn't bothered. While his comeback from injury wasn't too great results wise, the riding time definitely won't have done Doogs any harm and as something of a specialist on Langrish's type of high-speed hardpack we should definitely expect to see him back up front on August 27.

"Coming into today I'd probably only ridden like four or five times since Lyng," explains Jason. "I've really not had much bike time to get myself ready again so I came here looking to have three steady rides and to go away with a bit of race time and then build from there. The first race was okay and I was riding around nice and comfy without pushing too hard and then bad starts cost me in the last two because I had crashes down the first straight. That's just the way it goes sometimes..."



Neville Bradshaw takes the MX2 series lead at Duns



Nico Aubin dominates RBPB MX1 ahead of 'local boy' Swordy

BORDER PATROL!

THE RED BULL PRO NATIONALS HEAD NORTH O' THE BORDER FOR ROUND FOUR...

With round three at Canada Heights cancelled due to overnight rain which leaves the Swanley circuit totally unrideable the Red Bull Pro Nationals move north to Duns in Scotland for round four. Strong winds, sunshine and a well-prepped track make for an interesting day of racing in the two mixed-capacity Pro Nationals motos.

Buildbase Honda's Nico Aubin puts some personal problems behind to rocket to a pair of wins in MX1. Although series leader Stephen Sword fights hard he's no match for the Frenchman around the high-speed Duns circuit. Sword runs 2-3 on the day to claim second overall ahead of Bert Krestinov who takes third with a 4-2. MX1 title candidates Martin Barr and Marc de Reuver both have off days north of the border although Barty at least puts in the effort for a 3-8 results as the Dutchman goes home pointless and then quits the Lanes Kawasaki team for good measure.

Neville Bradshaw dominates MX2 on the Evo-Tech Stevens Honda to take the series lead over Steven Lenoir who runs 3-DNF. With Lenoir's Emberson Yamaha teammate Graeme Irwin having similar luck and a mirror image scorecard (DNF-3) it's two-stroke avenger Matt Moffat and Stuey Edmonds who round out the podium.

In the series standing Sword leads MX1 by eight ahead of Aubin while Bradshaw takes a 14 point lead over Lenoir headed into round five at Canada Heights. As well as a return to Kent the Pro Nationals are set to visit Hawkstone Park on the weekend of August 25/26.

STANDINGS

MX1

1	Stephen Sword	132
2	Nico Aubin	124
3	Martin Barr	115
4	Gert Krestinov	96
5	Marc de Reuver	83

MX2

1	Neville Bradshaw	128
2	Steven Lenoir	114
3	Graeme Irwin	87
4	Nathan Watson	86
5	Stuart Edmonds	78

IRN-BRY

CAPTAIN DEPRESSO!

OUR SCOTTISH SUPERHERO'S NOT HAVING MUCH LUCK OF LATE BUT AT LEAST HE'S NOT TOO DOWN ABOUT THINGS...

Words by Bryan MacKenzie Illustration by Rad Ad

There's been so much happening this month that I almost asked if I could build an extension to this bad boy column and add another 1000 words or so. I didn't because I heard that DBR's loan rates are worse than the banks and it's not quite the proverbial shafting you get from them but more a literal one!

July has been pretty terrible for me. A lot has gone on and if I had to put it into a percentage I'd say 90 per cent of it has been negative while the rest has been fruitful and good. I think I may even be to blame for the massive black cloud that's been hanging over the UK this entire month and dumping its load all over the country.

Like a character from a Marvel comic book I could be 'Captain Depresso' or something and walk about with a black cloud lassoed to my ankle that I drag everywhere with me. Unlike other superheroes though I wouldn't have any magical powers or gadgets to defeat the baddies but I'd just need to go stand somewhere close to them and they'd trip and break their own ankle or the engine management light would come on in their getaway vehicle and they'd be trying to make a great escape while in limp home mode at only two-and-a-half thousand revs!

It all started with a disaster trip down to the third round of the Red Bull Pro Nationals when we borrowed Mr Perfect's Sprinter and I got a sketchy blow out. It was all pretty exciting when the old heart started pumping as I steered out of a speed wobble and done a shimmy across all three lanes to the hard shoulder.

We made light of it right up until the point where we pulled out the standard Merc bottle jack, pumped her up and dropped the old rim off only to find that the jack wasn't raising the van high enough to get the spare wheel on with a fully inflated tyre. What a nightmare! After a lot of messing about and some improvisation we managed to get the extra height courtesy of a small piece of paving slab from the side of the road and a GCSE in physics.

If that wasn't enough and to add salt to the wound the race got cancelled on Sunday morning because of the weather anyway and we had to make the 450 mile drive back up the road without a single hint of a mud moustache that I normally fashion after a good day's racing.

The following week then got worse and I ended up parting ways with Rockstar KTM. That was stressful and for a few days I walked about with my head firmly up my ass. Before long though everything started falling into place and the Pendrich KTM team was born. I started being able to turn my attention back to preparing for the Pro National at Duns. We still had my mechanic BC's 350 to ride and so I took it out on the Tuesday to shred the gnar. It lasted all of one corner though as the back end lit-up on the exit of the first turn and highsided me off twisting the bars and clamps and writing the radiator off! D'oh!

And you remember the ordeal with the Sprinter wheel? Yeah, well that saga decided it wasn't over more than a week later – this time with our general handyman Smithy at the wheel. He was driving back from helping out the guys set up at Duns when he lost control of the back of the van. As he looked in the passenger side mirror in sheer panic to see what was going on, the aforementioned wheel of the van came bounding past the window and across the countryside like a majestic deer jumping

through the heather of the scenic Lammermuir hills where signal is few and rain is a plenty! It's a pretty remote road and he walked for two miles in the p*ssing rain in search of a signal before a car came by and gave him a lift to the nearest village to get some real help.

Duns is one of my favourite tracks – local, sweet layout, nice jumps, deep ruts and it was the first day for the new Pendrich KTM team too. But the races themselves followed the same trend of bad luck I've been having of late as I landed on another rider who crashed through the whoops on the third lap of practice and cut my arm open to the bone.

I had to go to hospital to get stitches. Initially they wanted to go to theatre to cut it right back to clean it up but I really wanted to get back to the track to race! My unwillingness to go under the knife meant that at one point they had tweezers in my arm right up to my elbow as they washed it out with five syringes worth of sterilised water! My language at that point was as colourful as a kid's crayon set.

I missed qualifying anyway but rushed back to the track to make the line for the first race. I figured I'd done plenty of laps around there before so it shouldn't be too difficult to find my way and settle into the race. But once again disaster struck on lap three when I went down hard knocking myself out. Game over.

And finally this month was the Hawkstone weekend. It started on Friday for us when we were up at 5am and off to Apex for the THOR ride day. Two hours into the drive the van – a different one this time – had enough and packed in. Typical! We had it into VW and four other places in Carlisle that morning trying to fix it and even drove to five hire places to see about hiring something for the weekend – but nothing! In our bid for home in this very poorly motor we got five miles or so up the road before we were once again on the hard shoulder and using one of those funky SOS phones so we could get towed all the way back home. The race didn't go too smoothly once we got to Hawkstone either as I had a few issues during the day that kept me off the leader board in two of the races!

So if there is such a thing as lady luck I think we must have fallen out. But I'm keeping on keeping on and by the time I've blasted through this slump I guess, like people say, it'll make me a better person...





JONTY'S BOX

BALANCING ACT!

RUNNING AN EVENT THAT PLEASES EVERYONE IS MORE OR LESS IMPOSSIBLE ESPECIALLY WHEN YOU THROW THE BRITISH WEATHER INTO THE EQUATION...

Words and photo by Jonty Edmunds

Trying to please everyone is something that's all but impossible to do. In fact when it comes to off-road motorcycle sport it's absolutely impossible to do. Be it motocross, trials or enduro getting things right for each and every rider entered into any given event is simply impossible – there'll always be someone that'll want things to be a little bit different.

Despite the best efforts of event organisers all across the country when it comes to setting the difficulty level for enduro events 'just so' chances are it's not going to be quite right for all. Mixing together riders of differing abilities as all enduro events do and have to do means that no enduro event can ever be 100 per cent tailor-made for any one group. And that's without taking into consideration what our unpredictable weather might do.

If we take the Welsh Two Day Enduro as an example – the UK's biggest event in terms of rider numbers – it's easy to see just how hard it is to get the balance right. When the weather's great in Mid Wales the event's a trail rider's dream, while easy to the point of being boring for the better level Expert and Championship class riders.

When the heavens open as they did this year things take a serious turn-around. Twinshock and sportsman riders struggle and retirements increase massively. Meanwhile expert and championship class riders get a challenge that doesn't exist if conditions remain dry. No matter what the weather does some won't enjoy the event quite as much as others. That's just the way it is.

As just about all event organisers will agree the British weather will at some point interfere with an event – or series of events – and in the most extreme cases cause cancellations. A green and pleasant land the UK might well be but guarantees as to what the weather's going to do simply aren't reliable one week ahead, let alone when championship dates are set.

The balls an enduro organiser needs to juggle are many. Many more than some riders

realise. And when the weather does its best to dampen the party even the best thought-out routes and most intricate of plans can become extremely hard to manage. When the weather's bad being an enduro event organiser is a task few would relish.

The recent spell of bad weather has caused the cancellation of two BEC events removing one third of the series from the calendar seemingly in an instant. It's disappointing for all involved but as no-one has a crystal ball it's also something that was unavoidable.

The weather has the single biggest effect on an event. A mediocre event can become memorable if the weather's good. A great event can become one to forget if the weather's bad. It's the one thing no-one can organise or arrange and living in the UK we're arguably more susceptible to events going belly-up than many of our mainland European cousins.

The unwritten rule that it's not wise to set tight time controls when a course gets tough are easy enough to stick to when the going's good and the ground dry. In the wet it's a very different task. And that's what makes getting events even somewhere near spot-on in the UK so hard for organisers.

Trying to second-guess the weather is all but impossible. So organisers have to hedge their bets somewhat and more often than not play safe. Make things too tough and even a little rain can cause major disruption – disruption that's difficult and often costly to put right.

If we had more predictable weather it would be possible to make some events harder and others easier going further to please different groups of riders. But we don't. Enduro sport in the UK is at the mercy of the weather Gods. When they want to be kind it can be one of the greatest places on earth to ride. When they don't, well, you get a situation like we've had recently.

All part of the fun of living in the UK I guess?

Jonty

HOT DATES

THE FIM FINALLY RELEASE DETAILS OF NEXT YEAR'S WORLD TOUR...

The big news as far as next year's provisional Enduro World Championship dates are concerned is that the series will again return to South America in 2013 and likely beyond.

Following the successful visits to Chile and Argentina this year the series will again begin with overseas events before returning to Europe for rounds in Spain and Portugal.

Next up there's a return to Greece, Romania and Andorra, which were all absent this year, before the championship ends in France in September. The most notable country not listed is Italy, who opted out of organising an event due to the ISDE being in Sardinia at the end of September.

The European Enduro Championship looks healthy and more financially viable for 2013 with four-events in Italy, France, the Czech Republic and Portugal. There's still no round for either championship in Britain though.

2013 ENDURO WORLD CHAMPIONSHIP

Round 1:	Chile	March 15-17
Round 2:	Argentina	March 22-24
Round 3:	Spain	May 10-12
Round 4:	Portugal	May 17-19
Round 5:	Greece	June 14-16
Round 6:	Romania	June 21-23
Round 7:	Andorra	July 12-14 (TBC)
Round 8:	France	September 6-08

2013 EUROPEAN ENDURO CHAMPIONSHIP

Round 1:	Italy	April 21-22 (TBC)
Round 2:	France	June 8-09
Round 3:	Czech	August 24-25
Round 4:	Portugal	October 18-20

2013 ISDE

Sardinia, Italy September 30 – October 5

BRITISH BULLDOGS!

THE BAND OF BROTHERS WHO'LL BE REPRESENTING AT THE SIX DAYS...

It's still a few months off but anticipation ahead of this year's International Six Days Enduro is growing at a pace as national squads from around the globe step forward and announce their rider line-ups.

Missing from last year's event in Finland but very much expected to be the team to beat in Germany at the end of September, France's Trophy team is a veritable who's who of top EWC talent.

Entering two riders into each class its E1 WEC leader Antoine Meo and Honda mounted Rodrig Thain who fill the team's quarter litre spots. In E2 it's Pela Renet and Johnny Aubert who'll represent Le Frenchies, while Christophe Nambotin and Seb Guillaume complete the team as the two E3 class representatives.

Britain's teams have also been announced with the Junior Trophy squad of Danny McCanney, Alex Rockwell, Jack Rowlands and Steve Holcombe looking for continued podium success. Placing third in the junior category last time out in Finland there's no question the talented quartet are more than capable of equalling or bettering their 2011 result.

David Knight MBE will head the senior Trophy team in Germany where he'll be joined by Jordan Rose, Lee Edmondson, Tom Sagar, US GNCC regular Jason Thomas and Paul Edmondson.

The Six Days runs from September 24-29.



Nambotin maintained his convincing lead in E3



A win/DNF for Meo in front of his grandparents...



Philip Plaitzer/Red Bull Content Pool

JONNY OP'

CUMBRIAN EXTREME ACE GOES UNDER THE KNIFE...

Jonny Walker is recovering nicely from a recent operation on his right shoulder. Going under the surgeon's knife in order to tighten things up having dislocated the offending joint on numerous occasions, Jonny will be out of action for a few weeks more before returning to international competition at the Red Bull Sea to Sky event in late October. "It's frustrating not being able to do too much but things are healing well," explained Jonny. "I didn't want to risk having more problems with my shoulder so I decided it was best to get the operation at the quietest time of the year. It's disappointing that I'll miss the Six Days but I just wouldn't have been fit enough and I know there's plenty more years."

JACK THE LAD!

ROWLANDS' RUNNING RIOT THROUGH EUROPE

Thanks in part to back-to-back events in Estonia and Latvia the number of British riders competing in this year's European Enduro Championship can be counted on one hand. But despite the near non-existent UK participation one rider is doing us proud – Jack Rowlands.

Following a mixed but generally good start to the series in Italy the Husqvarna rider delivered some solid results in Estonia and with the Latvian round taking place as DBR goes to print Jack's hopeful of improving on his third place spot in the Junior E1 championship.

Fifth in class at the end of the opening day in Estonia Jack improved to the runner-up position on day two, helped by numerous test-winning performances showing exactly why he's recently received a call-up for the British Junior Trophy team. Jack's MPS Racing Husqvarna teammate Rob Johnson secured a solid sixth on day one before slipping down the order to 12th on day two.

WET WEEKEND!

WEATHER STOPS PLAY IN BATTLE OF THE BEC

Despite the recent turn around in the weather the British Enduro Championship has taken a serious battering of late thanks to Mother Nature over-watering much of the UK and causing the cancellation of the two scheduled rounds of the series in July and August.

Following cold and wet conditions at the opening two rounds of the series the cancellation of the summer events – the Hafren and Dyfi Enduros – reduces the series from six to four rounds.

The 2012 BEC series now has two events to go – the Natterjack Enduro on the first weekend of September and the South Eastern Enduro Combine event in mid-October.

David Knight back on a smoker and back on form
Below: Cristobal Guerrero happy with the win, happier with series lead



KNIGHT'S TALE!

DK FIRES TO E3 VICTORY AFTER TRADING IN HIS FOUR-STROKE FOR A 300CC OIL-BURNER...

Words and photos by Jonty Edmunds

Although it's been a long time coming Britain finally steals a win in what has been to date a French dominated 2012 Enduro World Championship. With round five of the series in Castiglion Fiorentino, Italy kicking off the second half of the season KTM's David Knight puts his best foot forward on a two-stroke KTM 300 EXC and grabs victory on day one in Enduro 3 to show he's not done just yet.

With Knighter's KTM teammate and championship leader Christophe Nambotin second and Husaberg's Joakim Ljunggren finishing third the stage is set for another dogfight on day two in the searing Italian heat.

However, a costly crash on the opening extreme test hinders the Manxman and the best he can fight back to is third. Nambotin needs no invitation to take advantage of the situation and grab the win while Ljunggren moves up one place to secure second.

On day one KTM's Antoine Meo

wins Enduro 1 though costly mistakes due to nerves (caused from racing in front of his Italian grandparents?!), make him work hard for his 20 points. Behind him it's Husqvarna's Matti Seistola who slots into second with Meo's team-mate Eero Remes in third.

Thoughts of a double win soon expire as Meo's KTM grinds to a halt on the first special test of day two. With a scent of victory Seistola and Remes fight it out until the Husqvarna rider falls victim of the heat and fades to second. With Remes winning it's homeboy Thomas Oldrati (KTM) who grabs third.

Juha Salminen returns to form to win Enduro 2 on day one heading both KTM's Cristobal Guerrero and series leader Pela Renet (Husaberg) home. On day two Salminen leads early on but a crash in the dying moments hands victory to Guerrero – his first of the season. Guerrero also takes the series lead from Renet who finishes a lowly 13th. With Salminen finishing as runner-up Gas Gas' Ivan Cervantes ends his day in third.



STANDINGS

ENDURO 1

1	Antoine Meo	160
2	Rodrig Thain	130
3	Eero Remes	128
4	Matti Seistola	117
5	Thomas Oldrati	108

ENDURO 2

1	Cristobal Guerrero	155
2	Pela Renat	151
3	Juha Salminen	137
4	Ivan Cervantes	120
5	Johnny Aubert	98

ENDURO 3

1	Christophe Nambotin	197
2	David Knight	143
3	Joakim Ljunggren	142
4	Aigar Leok	133
5	Oriol Mena	124



Flyin' Ryan's making a habit of disappearing into the distance this season



Barcia is running Baggett hard in the 250 class



Like Cox predicted at the start of the year Jake Weimer is having a pretty good season



Blake Baggett was unstoppable at RedBud

FULL GAS!

RYAN DUNGEY ROCKETS HIS WAY CLEAR OF THE 450 PACK WHILE BLAKE BAGGETT HOLDS DOWN A SLIM LEAD IN THE QUARTER-LITRE DIVISION...

Words and photos by **Steve Cox**

The AMA 450cc National Championship has turned into the Ryan Dungey show. It doesn't matter if James Stewart (albeit the injured James Stewart and not the healthy James Stewart that started the series with four straight moto wins) shows up or not – Ryan Dungey is the man to beat.

At RedBud Dungey does it with Stewart in the field. Stewart starts second to Dungey in the first moto but falls trying to keep up and then can only manage a 6-3 score for third overall behind Dungey's 1-1 and Justin Brayton's 3-4 score. So who gets second in the motos? In moto one it's Jake Weimer – 45 seconds behind Dungey. And in moto two Weimer has two early falls and finishes 20th but Mike Alessi – who fell early in moto one and finished 11th – snatches up second place 35 seconds behind Dungey.

At Millville, Dungey's home race, Dungey again has a dominant 1-1 day stretching his moto-win streak to 10. Mike Alessi has a solid day going 3-2 for second in front of Weimer's 2-3. These are pretty much the three top guys in the series right now.

And then at Washougal Alessi grabs the holeshot in moto one with Weimer and Dungey giving chase. Dungey

catches Alessi and works on the Suzuki pilot for most of the moto before he falls allowing Alessi to move ahead again. Alessi rides a very wide bike when he's out front. Dungey catches Alessi again a couple of laps later but he can't make a pass stick. Alessi finally ends Dungey's win streak at 10 with Dungey second and Weimer third.

Moto two is all Dungey though as he grabs the holeshot and splits while Alessi hangs on for second and Weimer comes through from another early fall to finish fifth. Andrew Short is third in the moto – and overall – while Broc Tickle is fourth in the moto and fifth overall.

Dungey leads the title chase by 80 points with four rounds still left to run while Weimer sits 23 points behind Alessi in the battle for second place in the championship.

The 250cc class is where the action is though. Blake Baggett has led the series from the get-go when he went 1-1 at Hangtown but the GEICO Honda duo of Justin Barcia and Eli Tomac have been making life difficult for him and the Red Bull KTM duo of Marvin Musquin and Ken Roczen haven't been helping much either.

At RedBud Baggett is unstoppable chasing Justin Barcia down in both motos to make late-race passes and take a 1-1 score for the overall. Barcia,

Tomac, Musquin and Roczen round out the top five overall.

Ken Roczen grabs the holeshot at Millville. In moto one he gives way to Barcia immediately then Baggett comes through the field to steal second from Roczen while also showing Tomac the way by the German rider. Baggett goes on to chase down Barcia and take his third moto win in a row over Barcia, Tomac and Roczen.

Moto two sees Tomac steal the early lead and he takes off with it while Barcia, Baggett and eventually Roczen get into a battle for second. Roczen works his way up to third after Baggett crashes out of second spot then falls again a couple of laps later eventually finishing fourth. The 3-1 score lands Tomac the overall.

At Washougal it's Musquin who grabs the moto one holeshot over Barcia, Tomac, Baggett and Roczen. Musquin leads about two-thirds of the moto before finally giving way to Barcia who is doing everything he can to hold off team-mate Tomac. Barcia barely holds Tomac off at the finish for the win while Musquin is third, Roczen fourth, GEICO Honda's Wil Hahn fifth and Baggett sixth after a fall and a less than stellar moto performance.

Barcia snatches the holeshot in the second moto over Baggett but

GEICO Honda's Justin Bogle quickly moves Baggett back to third. Baggett eventually gets Bogle back then sets out after Barcia. He works on Barcia for the entire moto before finally making a pass stick with three laps to go. Barcia falls trying to pass Baggett back but still hangs on for second in the moto. Baggett takes the win over Barcia, Tomac, Musquin, Bogle, Blake Wharton and Roczen while the overall goes to Barcia with his 1-2 score.

With four rounds left to run Baggett leads the way by 11 over Barcia who has another 21 points on team-mate Tomac. Then comes Roczen who's another 18 points further back with Musquin almost 50 behind him.

STANDINGS

450cc

1	Ryan Dungey	383
2	Mike Alessi	303
3	Jake Weimer	280
4	Andrew Short	247
5	Broc Tickle	220

250cc

1	Blake Baggett	355
2	Justin Barcia	344
3	Eli Tomac	323
4	Ken Roczen	305
5	Marvin Musquin	256



SPEED SECRETS! THE TOP-SECRET MOD THAT'S ACTUALLY NOT SO MUCH OF A SECRET...

R&D (www.r1dean.com) is a legendary minibike modification house in Southern California. Since the 1980s R&D has sponsored some of the greatest minibike racers of all time and they're well known for excellence in minibike race development.

According to sources though the Red Bull KTM team has been running something new that was invented by R&D – a brand-new throttle-body design that increases torque by quite a bit.

Word got out and the Factory Connection team – GEICO Honda – tested the product too and immediately began running it on their race bikes. Maybe not coincidentally all of a sudden the GEICO Honda team has been getting the bulk of the holeshots. Earlier in the outdoor season it was the Red Bull KTM team who were getting a bunch. Both teams are treating this product like it's top-secret but the truth is that people know and if it turns out that it works like it seems to it will probably be on production machines really soon. And Harleys. And maybe even cars...



HOMeward BOUND!

KEN ROCZEN HEADS BACK TO THE MOTHERLAND...

Reigning MX2 World Champion Ken Roczen has headed back to Germany during the break in AMA racing following the Washougal National. Roczen has consistently been up front in the AMA Nationals but the problem is that he has led a lot of races and has won none of them. Late in the races he gets caught and passed. Is he not in shape?

Some claim he isn't but that's not what's going on. He's in really good shape just not as good a shape as some of the guys he's racing against. Part of the problem is the heat in the USA compared to Europe. The other part is the pace of the racers in the USA compared to Europe. And finally, rumour has it that Ken's father has been a hindrance to Ken's training.

Roczen is heading back to Germany now that he's 18 – a legal adult – to get some things handled and then hopefully come back to the USA ready to race. Racing at the top level is hard enough by itself but to go to a foreign continent full-time at such a young age makes things even more difficult. If Roczen comes out the other side successful it's a testament to his will, his talent and his strength.



AMERICAN IDIOT

PICK N' MIX!

CHOOSING THE RIGHT TEAM FOR THE MXDN IS
PROVING PROBLEMATIC FOR TEAM USA...

Words and photo by **Steve Cox**

Even though Team USA seems to pull off the win at the Motocross des Nations no matter what, the team isn't usually made up of the three flat-out best American motocross racers around. Actually, that's probably true of most teams at the event. In 2011 the team was comprised of the three most successful Americans in the outdoors with Ryans Villopoto and Dungey plus Blake Baggett who was the top American in the AMA 250cc series. But most other years that's not the case.

This year Ryan Villopoto is injured and although he may be healthy enough to ride or even race by then it's unlikely at this point that he will be on Team USA. Ryan Dungey is a given as long as he's healthy with Team USA Team Manager Roger DeCoster as his actual team manager. James Stewart should be on the team but his health is still in question. I believe he has a scaphoid injury in his wrist although he and his team are hush-hush about it. Take Stewart out of the equation and who should race MX3 for Team USA?

It would be a dream come true for Mike Alessi who is currently second in points in the 450cc National Championship. He gets great starts and he has wanted to be on Team USA since his 'Believe the Hype' days. But DeCoster didn't really like dealing with Tony Alessi during Mike's Factory Suzuki days and there's no way Tony would let Mike go without him.

Then there's Jake Weimer. Weimer's been on the team before – Italy 2009 – and he's third in the outdoor points right now. But he told me in Colorado earlier this year, "I'll go if they pick me and I'll give it everything I've got but sand isn't really my thing, so I encourage them, just this year, to pick someone else." Trey Canard is injured too so it really is up in the air right now.

Then there's Team USA's MX2 racer. Of course, right now, Blake Baggett is leading the 250cc championship and he's also a Team USA

veteran so on the surface it seems like a no-brainer to send Baggett. However, this is a sand race and Justin Barcia is easily the most dominant American sand racer in the current AMA 250cc field. He's second in points right now – only 11 points out of the lead – and it's possible he could end up being the outright AMA 250cc champ. The trouble is that the AMA has to pick the team before the series is over and maybe even before the series heads to Southwick, Massachusetts which is the one sand race on the AMA calendar.

And it's actually the fact that it's sand race that makes this such a tough choice in the MX3 class for DeCoster.

One possible solution is to put Barcia on a 450 in the MX3 class then put Baggett in MX2. This is a similar strategy to 2009 when Team USA sent Dungey for MX1 even though he raced 250s all year. Then they just moved second place in the AMA 250cc championship – Jake Weimer – in the MX2 class spot and picked veteran Ivan Tedesco for MX3. Barcia raced a 450 for a while outdoors last year and he did very well, flat-out winning moto two in Southwick after a moto-one mechanical failure dropped him out of that race.

With Barcia in MX3 and Baggett – the second-best American sand racer in the AMA 250cc class – in MX2 then all Team USA needs is a healthy Ryan Dungey to head up the effort in MX1.

This is a pretty strong team. Having Ryan Villopoto or James Stewart would be ideal but Barcia can run with almost anyone in the sand. The only way this team could be much better under the circumstances would be if Stewart – a Florida boy who loves the sand – was healthy enough to go at 100 per cent and Team USA sent Barcia in MX2. This hasn't been ruled out yet either.



HOT TOPIC

Holly Ellis wants your advice because apparently her stepdad fancies swapping her 85cc two-stroke for a 150cc four-stroke but she's not so keen and needs to know the best way to discourage him. For being a share bear Holly wins a pair of **Etnies**, some **Muc-Off** and **5,000 loyalty points** plus these words of wisdom.

Colin Stewart: "Four-strokes make practice tracks close down. We like practice tracks. Tell him not to close the local practice track."

Connor Casey: "You would be better with an 85. They're cheaper to repair and will last longer. 150cc four-strokes aren't as much fun to ride."

Aaron Venables: "Sorry but the 150 will eat an 85 for breakfast but if you really want to keep your 85 you should ask your stepdad to keep it."

Holly Ellis: "My main concern is that they're heavy and big and I'm small. I'm not bothered about speed because I don't ride my bike fast enough to care which is faster so it's got to be about cost, riding style and maintenance."

Connor Casey: "If you're just out there to have fun then there's nothing wrong with an 85. I had one up until a year ago and loved it."



WIN!

MEMBER OF THE MONTH

Sutty's not subtle and desperately wanted to hit up **Amy Molnar** as Member of the Month but The Bear wrestled him to the ground and chose 23-year-old Eyemouth resident **Jason Martin** instead – bad The Bear! Jason was last year's Fuchs-Silkolene 2-Stroke Open Junior champion and is currently running midpack in this year's Open Expert championship so we know the **Pirellis** will be put to good use. Jason also wins some **Muc-Off** and **5,000 loyalty points**.



Muc-Off

If your dirtZone post appears on this page you'll win a one-litre bottle of marvellous Muc-Off bike cleaner* – unless you live outside Britain in which case we'll send you some of Muc-Off's brilliant brushes and wipes instead...

*One bottle per member per month



WIN! WIN! WIN! WIN! WIN! WIN!

FIND J-LAW'S LUNCHBOX AND WIN SOME AWESOME KNOX ORYX GLOVES...

Since Sutty sneaked away with J-Law's lunchbox at the Bassenthwaite GP a month or so ago Jamie's been a little grumpy about it. In fact he's so peeved he's hooked up with his long-term sponsor Knox to offer every DBR reader who spots his lunchbox the chance to win a pair of his favourite gloves!

Knox knows that getting injured sucks which is why the Cockermouth protection specialist goes the extra mile to produce the most protective products around. Jamie knows this too and he's a massive fan of the Oryx gloves that are lightweight and

comfortable but have SPS Inside – that's Knox's patented Scaphoid and Palm Protection System.

To be in with a chance of winning a pair of Oryx gloves all you have to do is let us know on which page J-Law's lunchbox is hiding. When you've figured out if it's on page **A: 45, B: 56, C: 17, D: none of the above**, log on to our website and follow the competitions link to dirtZone. Then fill in the fields and fire off your entry. The competition closes on **September 6** with the first correct randomly drawn entry winning the gloves.

POLL OF THE MONTH!

George Langford asked "Should motocross be in the Olympics?" and 100 per cent of respondents said 'Yes' so that's that settled then. George grabs a **Renthath Softshell jacket**, some **Muc-Off** and a stack of **loyalty points**.

■ YES!



RENTHATH
WE BUILD CHAMPIONSHIPS

VIDEO OF THE MONTH!

If you like two-stroke motocross bikes and videos that last exactly 10 minutes and 13 seconds you're sure to love this all-smoker adventure from the **TooFast Media Group** that stars **James Dunn** and **Matt Moffat** amongst others.



© Michael Bennett

PHOTO OF THE MONTH!

Okay so she might not be as glamorous as the lovely Helen you guys featured the other month but I love my motor that I use to travel to all the races! The old budget is a wee bit tight and I need all the help I can to keep racing so those Pirellis would look sweet on the bike – not the car! Hope you get a laugh from my picture.

Stephen, via email





MOTOMOUTH

Russia sucked! I had to take an 11 hour taxi drive from the airport to the track then had nowhere to sleep. So I got out my tent and blow-up bed set-up. I got lucky when Zecchina – one of the other riders – saw me and let me sleep in the back of his van. You all know how the race went...

I managed to get a bus back to the airport then got delayed for 12 hours until 4am the next day. On the plane I had some weird Russian bird trying to give me cuddles. I was a bit tired so I went to sleep and woke up when we landed with her sprawled all over me. That was okay but apparently my bag was still in Moscow. I rolled into my drive at 6:30am then went to bed...

Max

If you want to read more you need to head online to www.dirtbikerider.com...

TWEET OF THE MONTH



Mikey Rutherford @M_R_FILMS
Just had a dream I raced RedBud on Ricky Johnson's old number 5 Honda. I got a podium and even thanked the man above #crazydreams

DIGITAL VAULT

Do you ever wish you could go back through time and pick up a particular copy of your favourite dirt bike magazine to read over and over again? Well, you can if your steer your internet browser towards the DBR Digital Vault because inside lies a good portion of our back catalogue which is accessible for FREE. To celebrate this stunning service each month our 'ardcore ad designer Chuck Morris will pull out one of his favourites – on this occasion he's feeling the April 2009 edition. Inside is an awesome Elliott Banks-Browne feature and a rare shot of Dougie Lampkin falling off a log, oh and Sully swinging his leg over a trials iron. Check it out for FREE online right now!



BLARNEY

DONE AND DUSTED!

THE SUMMER'S ONLY JUST ARRIVED AND THE ULSTER CHAMPIONSHIP SEASON IS ALREADY OVER...

Words by **Stevie Mills** Photo by **Sully**

Crazy as it may seem as the sun went down on Saturday July 28 the 2012 Ulster Motocross Championship was already over before the summer had even got started. As short as it was the Ulster championship season did serve up some truly exciting racing with a nail-biting conclusion in both the MX1 and MX2 Premier classes and the hotly contested Grade B class.

Tinker Hill just outside Newry was the venue for the final showdown and in the MX1 Premier series it was a two horse race with only eight points separating JAR Honda rider Wayne Garrett and the hard charging Gary Gibson. Gibby had won eight races through the season and was untouchable on his day but three DNFs and an extremely determined Wayne Garrett meant that it was the Honda rider who held the lead going into the finale.

Gibson won the first race convincingly with Garrett second and with only five points now separating the pair the tension was at boiling point. Robert Hamilton took the lead of the second moto with Davy Gorman in hot pursuit and championship protagonists Gibson and Garrett in close quarters. By lap four Garrett made his move and passed Hamilton for the lead and within a corner Gibson also made the pass and was stalking Garrett – both riders racing on the edge. The spectators were hanging over the chestnut fencing and cheering on their favourite and then in a split second the title was decided. Wayne jumped back into sight over a tabletop on lap six but there was no sign of Gibson. The Suzuki had developed a mechanical issue and that was that – game over for Gibby!

After two seasons of bad luck and injury Wayne's seemingly relentless run of misfortune had finally turned. Sixth in the final race was enough to take the title by 18 points from Gibson with Jason Garrett making it a family affair on the podium by taking third on his AJ Plumbing KTM. Watt Motorcycles Kawasaki runner Tommy Merton wrestled fourth place from Richard Bird who missed the last two rounds after breaking his wrist following a mid-air collision at Donamania.

TCM Honda pilot John Meara is the Ulster MX2 champion which makes the Loughbrickland lad a hot property in Irish motocross circles. John took no fewer than seven moto victories on route to his first major championship win. Second on the podium was the Watt Kawasaki/Agnew Recovery Services supported rider Glen McCormick from Ballyclare. Dromore's Ryan Adair overcame early season suspension issues to secure third place in the final points tally ahead of Jim O'Neil.

Irish championship action returned to Seaforde in July and with three rounds still remaining there is plenty to race for throughout all the classes. Wayne Garrett and Gary Gibson are again locked in battle in the MX1 class with Michael Mahon also well positioned at this point in the season. John Meara leads the charge in MX2 but has the company of Michael McCammond and Glen McCormick. All three have won races so far and are all very focused on the job in hand – watch this space!

Hawkstone Park hosted round six of the British Championship which served up a mixed bag of results for the Irish Armada. The Tyco Suzuki camp recovered well following early morning catastrophes, Stephen Sword retired from the meeting suffering extreme back pain while fellow MX1 racer Martin Barr had a spectacular off during practice although he still made the start grid for the motos. Barty dug deep and carded 4-4-4 on the day lifting himself to fifth in the points.

Stuey Edmonds continues his impressive run of results and the big Dublin lad wrestled the quarter-litre RM-Z to card 7-6-24 for sixth overall on the day and eighth in the series standings.

After posting third fastest time in Superpole Graeme Irwin raced his Emberson Yamaha to an impressive second position in the first race but a slip off in race two made it difficult to repeat that result. Graeme charged through the pack from 34th on lap one to salvage 13th at the flag earning fourth overall on the day and now holds joint fifth with Nicolas Aubin in the championship.

See you at the races!

Stevie

GNARLY NORLEY!

AFTER A COUPLE OF YEARS BEING DISHED-UP WITH RAGE WE'VE TWEAKED THE CLUB SANDWICH MENU TO ADD A FRESH NEW FILLING – MMM GROWN UPS...

Words and photos by **Mike Gurney**

With over 100 motocross clubs – running well over 400 meetings a year – the AMCA and its members are without doubt a substantial chunk within the off-road community. And if any one code has a meaningful hold on traditional grass roots racing surely the AMCA do in their 80th year. The A in AMCA stands for amateur but it matters little if you're an absolute beginner, a long in the tooth Vet or a podium hungry flier – as long as you are aged nine or over the AMCA have a competitive slot for you.

Each month in AM Sandwich a different club will be highlighted with one or two riders from the featured zonal group also placed in the spotlight. This month it's Clwyd and Chester MXC who are a relatively small club with some 50 or so members. They compete in the North Wales and combined Shropshire group and they are first up to get the all new AM Sandwich treatment.

A friendly, hard working and committed bunch CCMXC are well known for putting on a good show and like the majority of AMCA outfits operate from March/April time through to October. At the start of the season four meetings were originally pencilled in for hosting but with the wet weather taking a hefty toll this is now reduced to just a pair.

The club's home circuit at Saron in North Wales will play host to a meeting on September 23 but we decided that we couldn't wait that long and visited Norley early in July instead. On the day over 150 racers

rocked up to enjoy the super sandy Cheshire circuit which had been remarkably dry the day before but was in prime condition for racing following some early morning rain.

After the amazing day of racing was all done and dusted I hooked up with club secretary Andrew Mackie to find out a little bit more about the club and the events they run.

"CCMXC prides itself on running quality meetings for the North Wales and Shropshire AMCA group," says Andrew. "We'd like to thank Steve Law for allowing us to run our first meeting at Norley which is widely recognised as a challenging championship standard track."

"Our big meeting this year will be in September and will include the annual Pete Williams Memorial race. There will be a one-off prize money race in honour of our ex-chairman. The race combines the top 36 experts and seniors on the day in a dash for cash showdown. It should be an awesome meeting."



Moody experts pumped and ready to race!



Track conditions were mint at Norley in July



All ages line-up in what's clearly a relaxed club atmosphere

SPOTLIGHT ON...

STEPHEN TILLOTSON #911

DOB: 05/11/79 HOMETOWN: LLAY SPONSORS: RACE-WORLD MX, DMC RACING SUSPENSION, MTEK ENGINEERING, ALUSAFE

Back in the day – the mid-'90s that is – Stephen Tillotson worked his way to the top of the youth national ranks. A talented force in his teens Tillo is still a skilled and determined championship contender plying his trade in the MX1 ranks of the AMCA even though he's now in his early 30s.

This year's AMCA championship kicked-off at Long Lane in June. The Race World MX Honda supported pilot qualified fourth then ran a solid 5-7-9 gaining sixth overall on the day. Round two of the series was scheduled for FatCat Motoparc but suffered a rain-off so Stephen headed to his local group meeting instead to bag yet another clean sweep. By our reckoning that's now five times from eight starts this year that ST911 has run off with a maximum points haul!

DBR cornered him recently at Norley – mostly because he makes a well good cup of tea – and here's what he had to say...

DBR: When did you begin racing with the AMCA and what do you see as the benefits?

ST: "It was 2005 when I started racing AMCA events. I had a few good friends already competing so it seemed like the right thing to do. It suited me straight away as the AMCA is very family orientated – they also have good local tracks and good riders to race against."

DBR: What's been your best ever AMCA race – the one you're most proud of?

ST: "This was probably the first moto at the final round of the AMCA championship last year. Norley is special track to me as it's where I had my first ever race back in 1990. In last year's race I ran a strong third for most of it only to be passed by Lee Dunham towards the end but I still ended up in fourth."

DBR: As a seasoned racer what is the goal for this current season and your ambition looking ahead to next year and beyond?

ST: "My goal for this season is a top five finish in the AMCA championship. I finished 10th last year and I really want to improve on that. As for next year and beyond I don't really know what's going to happen. I'm 32 now and although I know that's not too old my body keeps telling me otherwise. I think keeping healthy and enjoying my racing will be the main aim."

DBR: With 22 years experience of racing across all the different codes if you could make one rule change in motocross what would it be?

ST: "One thing I'd like to be able to do is ride with the AMCA's blessing at any race meeting – ACU, BSMA, ORPA, YMSA etc – without the threat of being penalised if I do."





Like so many clubs the CCMXC calendar has been hampered by poor weather in 2012

ESSENTIAL INFO!

AMCA NORTH WALES AND SHROPSHIRE GROUP

CLWYD & CHESTER MXC

Secretary: Andrew Mackie

Contact: 07877 773910

Club night: Mondays 8:00pm

Glynne Arms, Drury Lane, Drury, Buckley, Clwyd, CH7 3DU.

FLINTSHIRE MCC

Secretary: Natalie Squire

Contact: 07720 610139

Club night: Tuesday (fortnightly) 8:00pm

Glynne Arms, Drury Lane, Drury, Buckley, Clwyd, CH7 3DU.

MARKET DRAYTON MCC

Secretary: Matthew Shore

Contact: 07811 849991

Club night: Wednesdays 8:00pm

Hodnet Working Mens Club, Hodnet, Shropshire, TF9 3NS.

MOLD AND DISTRICT MXC

Secretary: Nigel Seaburg

Contact: 07889 815336

Club night: Thursdays 9:00pm

The Queens Head, Chester Road, Mold, CH7 1UQ.

NANTWICH MXC

Secretary: Phil Jones

Contact: 07837 917736

Club night: Wednesdays 8:30pm

The Brunswick Hotel, Nantwich Road, Crewe, Cheshire, CW2 6AW.

OSWESTRY AND WREXHAM MCC

Secretary: Christine Lewis

Contact: 07762 188666

Club night: Wednesdays (fortnightly) 8:45pm

The Railway Inn, Cefn Mawr, Wrexham, LL14 3AA.

TELFORD MOTO X CLUB

Secretary: Sam Warren

Contact: 07810 207840

Club night: Mondays 8:00pm

The Bucks Head, Long lane, Wellington, Telford, TF6 6HA.



DANGEROUS

PLAY TIME!

WITH ALL HIS RACES CALLED OFF DUE TO THE CRAPPY WEATHER DANGEROUS DUNHAM'S BEEN PRACTISING AND TRAINING – THAT'S WHAT HE CALLS IT ANYWAY...

Words by Lee Dunham Photo by Suttty

It seems like only yesterday that I was writing last month's column. Since then I've still not had any big race meetings. So far this year I've had five big race meetings cancelled due to the wet weather and not just in the UK but Europe too...

It's kind of one of those situations where you think what do I do? And the answer is keep going! Keep training and keep plugging away. My theory is the more you put in the more you get out so I've been flat-out training and riding.

Luckily I love training on wet days. Running is okay in the rain but the cycling where I live is absolutely brilliant. I hadn't used my mountain bike for ages but it only seemed fair to get it out and spin up in the woods – it's awesome! If you're having fun while training then you're on to a winner! I try and get out four times a week either running or cycling after work mixing things up with different routes. It's fun and with the deep bogs in the woods it's hard work.

Although I work a lot I've been trying to get out on the bike most weeks. It's been pretty tough to find places to go though and you find yourself travelling most of the day to a dry track and then not doing much riding at all. Luckily though I've been to Arncott a couple of times and that rides really well in the wet with nice deep ruts.

I went there a couple weeks back with Dangerous Tim as my co-pilot as I knew we were in for a great days riding. I asked Tim to do my times. Unfortunately Tim can't read or write but I was able to set an alarm for him to pull me in when it went off. Bless him.

I've also been to a track on top of this mountain in Wales. It seems like the wetter the track is the better it rides. With a huge thanks to Chris the track owner I went up there with Parmie in torrential rain and we hit out lots of motos. It was tough but so worth it when it was all done.

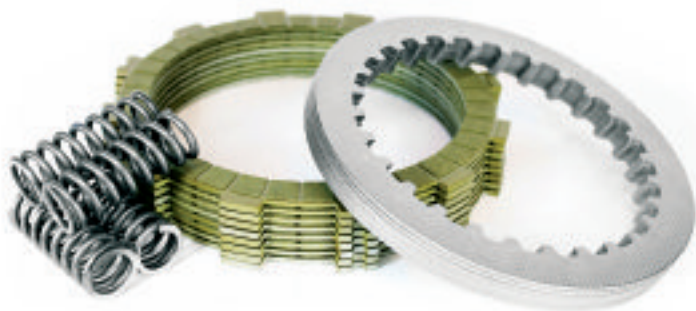
When I'm out training on a track I try and alter what I do to mix things up. Although doing motos and track work is really important it's also important to have some fun out there too getting to know your bike. I know that sounds daft but it's amazing how pulling a few wheelies can help your throttle control while a few skids help you learn how to control the bike in a slide. These types of things help me a lot with confidence around the track and also break up the day instead of just doing motos.

At the last round of the AMCA championship I suffered terrible starts all day long. I think I've trained them each week since and I feel pretty good now with the way things have gone. In my eyes 50 per cent of the race is down to the start. Especially in shorter races so it's crucial to get a good technique and good drive every time. So many people have different views on how to do starts – what to look at, how much throttle, what gear, where to put your weight etc and not to forget that you have different conditions to contend with as well. I guess the best thing to do is try them all and whatever works best for you then stick to it and keep practicing until you've got it dialled!

We've also worked on my bike some more. Our suspension is awesome and always getting improved thanks to Kevin at KB Racing. He's always ringing me with new settings to make things better for me. I love it when you have a good team around you always pushing for the same goals! My dad's been up against it though with a fuelling issue which we were struggling to diagnose as it was a rare intermittent fault. We've sorted it now and my Maxxis Henderson LPE 450 Kawasaki is now better than ever! We could just do with a race to race it in now.

The weather seems to have changed now and I'm buzzing to get racing again – I want to win!

Dunham
Lee Dunham



APICO PERFORMANCE+ CLUTCH KIT

Constructed using aramid *cough* Kevlar *cough* fibres this Apico Performance+ high performance and heavy duty clutch kit – that comes complete with steel plates and stiffer springs – is spot on for all dirt bike riders who are struggling with a slipping drive device. Tried and tested by the Apico Suzuki squad team boss Rob Hooper reckons "I'm very impressed with the kit's quality and durability." He might also have said 'now if only I could get my riders to stay on the damn bikes long enough so they could reap the benefits...' but he didn't – or did he? Whatever... buy a new clutch kit!

Price: TBC
Supplier: apico.co.uk
Contact: 01282 473190

THOR 2013 CORE RACEWEAR

Debuted in the UK on the skinny ass of Irv Bry MacKenzie at the Duns RBPB this 2013 THOR kit is quite frankly frickin' fantastic. Following THOR's lengthy tradition of being well designed and constructed from the finest materials the look's bang-on trend n'all so how can you lose? So don't snooze – check out the full range at www.thormx.com.

Price: Jersey £49.99 Pants £139.99
Supplier: madison.co.uk
Contact: 0870 034 7226



DUCKSMART EARTHMOVER

There's something decidedly different about Ducksmart Earthmover with its sweet smelling and unique blend of softeners, detergents and brighteners. As well as offering up a lovely aroma it also does a pretty awesome job of shifting dirt and grime from your race bike and is totally safe on paint, aluminium, rubber and titanium.

Price: from £6.96
Supplier: ducksmart.co.uk
Contact: 01268 750300

RENTHAL APPAREL GILLET AND UMBRELLA

Pretty much a necessity in Britain for this year's summer and our super amounts of rainfall Renthall Apparel's brolly and body warmer combo is just the thing to keep you warm and dry when water falls out of the sky. Aye!

Price: Gillet £50 Umbrella £19.99
Supplier: renthalapparel.com
Contact: 0845 058 9888

ONE INDUSTRIES DEFCON RACEWEAR

One Industries' Defcon racewear just gets better and better with bitchin' new designs for the fall. I think when they say 'fall' they're on about autumn but if One Industries wanna create a new line just for crashers then we're all for it – after all, we all do it, right? Check out each and every colour in each and every design online now...

Price: Jersey £34.99 Pants £129.99
Zero glove £24.99
Supplier: oneindustrieseurope.com
Contact: 0844 692 8111



MSR

2013 RACEWEAR

Whether you're a fan of the dark and brooding Metal Mulisha line or the bright and breezy NXT range MSR have got you covered for 2013. With more than 40 years experience creating and crafting the finest dirt bike products MSR's latest clothing lines really hit the spot in terms of fit and function whatever the look...

Price: TBC
Supplier: apico.co.uk
Contact: 01282 473190



WIZARD WASH

WONDER SHINE

Spray some Wizard Wash Wonder Shine on your freshly washed bike and watch the water roll right off. As well as displacing unwanted fluids Wonder Shine also leaves a shiny protective barrier behind which stops dirt and mud sticking. It's used by some of the UK's leading race team's so give Wonder Shine a try and see what it can do for you!

Price: from £4.99
Supplier: wizardwash.co.uk
Contact: 0845 519 7951

ALPINESTARS

TECHSTAR RACEWEAR

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SEVENTEEN SPECIAL!

DUTCH WILD CHILD JEFFREY HERLINGS HAS BEEN TAKING SERIOUS AMOUNTS OF STICK ABOUT HIS ON AND OFF-TRACK CONDUCT – WE HUNTED HIM DOWN TO FIND OUT WHAT THE HELL'S GOING ON...

Words and photos by Nuno Laranjeira

Imagine being 17 years old and for no other reason than you're ridiculously good at it your only responsibility in life is to ride a motocross bike fast. You're racing the best bike for the best team with one of the best team managers money can buy and as a result you're well on your way to becoming MX2 world champion. It all sounds pretty good, right?

One kid living that dream is Red Bull KTM's Jeffrey Herlings. Winner of the 2010 Valkenswaard and Kegums GPs in his rookie year in the world championship the seven-time Dutch national champ was a close runner-up in the '11 title chase behind surprise team-mate Ken Roczen. This year he's leading the series as it enters its second half and the teen terror has a handy lead over Tommy Searle. But like in all competitive sports with the winning comes some good, old psychological pressure and Jeffrey's been struggling to cope. Which has led to events that are starting to turn his teenage dream into a nightmare.

We caught up with the MXGP's enfant terrible at the Swedish GP to have a mid-season chat about results, mental

strength and some of the controversy surrounding his recent misbehaviour...

DBR: You always knew you were going to be one of the title favourites this year – are you happy with the way things have gone so far or were you expecting something different?

JH: "I was definitely expecting to be winning. I've won over half the GPs so far this year and on one occasion when I finished second overall I was level with Tommy on points anyway – and apart from that I've always been very close. Only Brazil cost me a lot of points and instead of being 20 points in the lead after that I could have been many more in front but that's just if, if, if – a lot of ifs! I've been riding good and I haven't been making many mistakes on the track – maybe off the track I have but on the track I've been pretty solid."

DBR: Winter testing showed that the 2012 engine was more powerful than the '11 model so how come you decided to go back to the earlier motor for Fermo?

JH: "We knew that the new bike was really good but we didn't test starts during the

winter – at least not racing against other bikes. We tested on different tracks and with the new motor we were generally faster by one to two seconds so that was a good indication it was performing well. It was only when we got to the Dutch championship that we noticed that the bike just didn't start well and we were only gating mid-pack.

"We were only three weeks from the first GP by then and didn't have enough time to work on the problem. I had bad starts in Valkenswaard and Bulgaria and since the starts are 50 per cent of the race we decided to get the old bike back for Fermo and I had some really good starts there.

"The only problem with the old bike was that it doesn't have first gear so I struggled a lot in Mexico because at that altitude I needed to start in first gear – so I got bad starts again! Then Brazil was a total nightmare but when we came back KTM worked hard to develop some new stuff for the engine and we were back on track with good starts again. I don't honestly know what they changed – I only know that there were big changes to the clutch system. After that I had holeshots in France, Portugal, Belgium, Sweden..."

>>

DBR: How come Tixier and van Horebeek didn't complain?

JH: "For some reason Jordi had less problems but maybe he was starting in first gear already but I wouldn't know. I called Pit Beirer about it and he said that the last option he could give me was to go back to the old engine. He said 'it wouldn't be that great for KTM's image' but we used it for three races and that was solely for the reason of the starts."

DBR: And your riding has improved a lot on hardpack...

JH: "Yes, it's been really good this year! I've been working really hard for it. I spent the winter in France and Spain and there were a lot of times that I just wanted to go home as I was so over it. We'd stay in Spain then drive to France during the week for a couple of days too. It was a 400km journey back and forth just to keep practicing on those hardpack tracks lap after lap. It's been paying off though and I've shown that I can win on those tracks and with many sandy tracks still to come like Lierop, Latvia and Russia the toughest part of the season is gone and I'm looking forward to the tracks where I can be stronger."

DBR: You might well be the best sand rider in the world but you're one of the worst in mud. What can you do about it?

JH: "It's strange really but it's true what you're saying. I'm really bad in the mud for some reason and I can't get it done. Luckily there are only two or three races a year in the mud so I've been getting away with it. It depends on the track also – Loket and Uddevalla have a hard base and are very different to the track in Brazil where it was really deep. It's not only my weak point – Cairoli is one of the best riders in the world and he also struggles in the mud. It's just one of those things and you can't go and practice either you have it to ride in or you don't..."

DBR: You also spent some time in the US last winter getting a little taster of what could be your future...

JH: "I really liked riding there, it was a good experience and I had a lot of fun but it was also dangerous – supercross is really difficult! In Europe the tracks are way more easy and the whoops are much smaller. Racing Bercy, Geneva or Milan isn't that dangerous but in the US the pace is way higher and the tracks are so tough – especially the whoops, they're really big!"

DBR: Do you see yourself there in the near future?

JH: "The whole lifestyle is so much different than my own so it would be difficult for me. For guys like Pourcel and Roczen it doesn't seem that hard and they love it there but for me it would be difficult to live with that heat and then leave my family and all the people that care about me behind. I'm 100 per cent sure that I'm going to do MX2 here next year but I need to decide what to do regarding American supercross. KTM gave me the option to do a full season there if the calendar allows it or at least the first six rounds."

DBR: Are fast American circuits more to your liking than the technical ones in Europe or do you like them both?

JH: "I like them both. The GPs are faster on the Saturday and I like that but after all the qualifying sessions the GP tracks are more like an enduro for Sunday's races because they've been ridden on so much. They get really bumpy and you have to go all Everts' style – be smooth and smart – to get the best out of it."

DBR: You seem to have American-style aggression in your riding and you're one of the few people who'll take someone down – like you

did with Arnaud Tonus in France. Do you think that the world championship riders are too nice to each other?

JH: "That's a tough question. In America – and especially in supercross – the pass I made on Tonus is just a regular thing and nobody talks about it. They do stuff like that and there's no fight afterwards. I think that in Europe we're a bit softer and the mentality goes towards being friends on track while in the US they'll sacrifice that in order to win."

DBR: When you lost the title to Roczen you said that it was all going to come down to who had the strongest mind to handle the pressure. You clearly lost that battle but you had a lot of time to get mentally stronger during the winter – so how come you're breaking up again this year even though you have the upper hand?

JH: "I think my pace has gone down a little bit this year because I was faster when I was fighting with Roczen last year. This year with Searle I feel that I'm not riding that fast but in my mind I believe I'm stronger than I have been in previous years – I'm trying to be consistent."

"Many people forget that I'm still only 17 but I'm so driven to win – at some points the pressure just becomes too much. I try not to make mistakes but they do happen and it's tough to handle when there are so many big sponsors behind me that would like to win the world title as well. I hope more people can realise that it is a tough place to be although I'm conscious that it was the career I chose."

DBR: Do you ever feel that Searle could be playing games with you as he has the experience to do it?

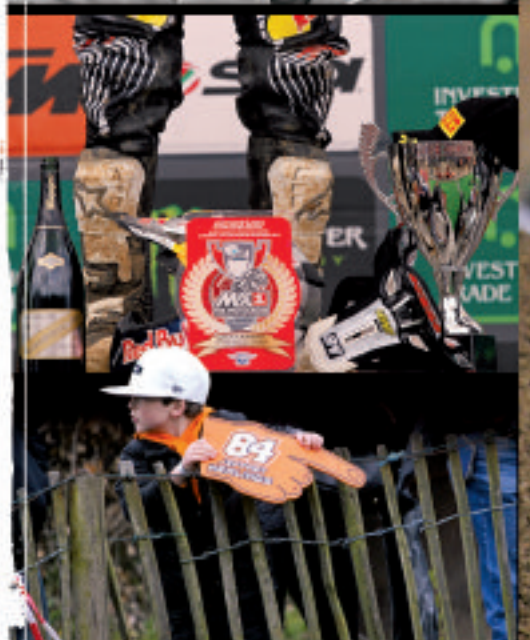
JH: "He does his thing and I do mine. I want to win and so does he so let the best rider win! He started off the mind games by asking a Dutch journalist who that Dutch kid was during an interview and later saying that he let me win at Valkenswaard just to get my confidence up. That's why I said the same in Bulgaria about him – in response to that. I found it funny so I played the game back but because I already had the red plate more people heard about it when I said it. But that's all about competition, I think now we're pretty cool and although we play it up to the press I respect him, his team and his fans."

DBR: Stefan Everts said that you're stubborn and still says that you could be a better rider than you are now – how important is what Stefan says to you?

JH: "He has gone through so much in his life – he's a great athlete so he has bags of experience in life and in the sport to pass on. I hadn't been listening to him really but after Brazil I came to the conclusion that he was right and I should have listened to him before. In Brazil I did the exact opposite of what he said and if I had listened to him I probably wouldn't have lost so many points there..."

"Some people say that we don't have a good relationship but we do – we often call each other and I really like him not only as my team manager. He went through similar things to myself – even at a personal level – and he's given me advice that the outside world doesn't know and doesn't need to know! So let them have their opinion..."

"He told me that once you're winning and winning a lot everybody starts to hate you. I'm at that point in the championship and I can only say that it's true – people are pretty jealous! I confess that at the beginning I didn't listen to Stefan so much but I notice myself paying attention now maybe because I'm getting a little bit older. I know now he's not talking bull sh*t and I know he'll never lie to me because he doesn't need to, he's such a big guy in the sport that he doesn't need to take advantage >>>





STEFAN'S SAY!

A FEW WORDS FROM THE BOSS...

"I try to understand Jeffrey and the more we work together the more I understand him. He's the guy who doesn't like to be in a cage, he doesn't like to be controlled in any way and that's just his personality – there's nothing wrong in that. He's still very much like he was before and I try to do my best for him but it comes to a point that I cannot do more."

"At the moment he's leading the championship but we had some issues recently with him. We should not forget that he's only 17 and that everyone makes big mistakes when they're young! One part of my job is to try and tell him about things that can happen and I just hope that sometimes he can have more faith in what we tell him. He's totally allowed to make mistakes and although he's very mature for his age in some things, on others he isn't."

"I can't really tell him how to go faster but I can teach him many other things – he just doesn't realise the importance of those things yet. Maybe one day he'll say that 'old guy' told me that years ago! He's a really special kid with a special talent and he's a bit of a rebel!"

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There's little Everts can teach Herlings about riding...

...because Stefan's silky style ain't got nuthin' on today's scrubbers



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of me and he can get another 20 riders after I'm gone.

"In terms of riding style and lines there's not much we can talk about. Back in those days there was no scrubbing and it was all about being smooth and Stefan was king of them all at that. He suggests some lines that just wouldn't work for me as I'm always full throttle – I would have to ride like him for it to make any sense. When we ride together I just say to him that he looks so slow, he's getting old and stuff like that but when we look at the stopwatch he's only one or two seconds slower than me..."

DBR: Just two years ago I described you as being the happiest and craziest creature under the KTM awning – you always came up with the first joke of the day. Where has that Jeffrey gone?

JH: "He changed, no doubt. I had to become more mature especially for this year. The first two years I never had any problems at all but then what's happened recently has been really bad for my image. I really have to watch out for what I'm saying and doing both on and off the track. I need to stay calm and let my riding do the talking.

"Normal guys my age talk about partying, girls, drinking, breaking stuff – the lot! Those are things that I just can't do because I'm in the spotlight and that's the difference. Sometimes I'm with my friends and they talk about those things and I can't even relate to what they're saying because I spend my time listening to much older people talking about improving bikes and other serious things. It's tough but then I earn my living like a big man already so I just have to behave like one – I'm still working on it..."

DBR: Have you talked with Mel Pocock about the situation you had with him in Portugal?

JH: "No, I'm not going to speak to him about it. What I said on TV was the biggest mistake I have ever made. I was just coming off the race track and that had just happened so I had so much adrenaline and energy going on when I got interviewed."

DBR: Did you think that the FIM would take away some of your points and were you relieved when you realise that it would only hurt you in the pocket?

JH: "I could have honestly kissed Mr Luongo and Mr Srb after they told me that it was going to be a fine. It's a large sum [3,000 Euros] but it was better than taking some points away. I said that I won't do it again, I'm sorry, I've been a child but I have learned my lesson."

DBR: And what about KTM?

JH: "I don't know how much it will be – we haven't spoke about it properly. Pit told me that I should do something good so we thought it would be good to donate something to a charity."

DBR: KTM have won the MX2 world title every year since 2008 and it seems like it's your turn to win it for them now – what would happen if you lose?

JH: "I would be so disappointed for Pit Beirer and Stefan Everts. Those guys have worked so hard, they made everything happen for me, they gave me the best bike and the best opportunities so I would be pretty pissed off at myself if I don't make it happen. If I got three DNFs due to the bike exploding three times or something then it won't be my fault but if I lose straight up to Tommy I'll be very unhappy."

"KTM is such a great team and I'm 100 per cent sure that they do everything they can for me. If Tommy beats me fair and square I would stand on that podium and tell myself that I did everything I could and that I didn't leave anything on the table. I will shake his hand and tell him that he was the best guy out there and that he deserves to be the champion – that's what I told Ken last year."

DBR: If you do win it would you feel that you could calm down a bit?

JH: "I've been living for this moment for over 10 years now. I've raced since I was a small child and always fighting for everything so I really hope I don't ruin it now..."



Bangin' bars with Tommy Searle. Standard.



Herlings put in the hours last winter to master the hardpack and become a better all-rounder



The 2013 EC250F dodging trees at FatCat Motoparc



GASTROLOGICAL

GAS GAS'S 2013 BIKES ARRIVE IN THE UK WITH A SAUCY COLOUR-SCHEME AND A PROMISE OF BETTER THINGS. WE TOOK A BOXFRESH NEW EC250F FOR A RIP IN SUNNY SOUTH YORKSHIRE...

Words by JP Photos by Suttty

It happens every year but it's always a shock to see next year's model bikes while we're still half way through the summer. A shock maybe but there's no doubt it's exciting to see new colours rolling out the back of a van and know they're yours to dirty – even if it is just for a few hours. In truth few things make me get my riding kit on as fast as a new bike (that and standing in the crowd while the people you're supposed to be racing against line-up at a start gate but that's another story).

There's something reliably classy about a Gas Gas enduro or trials bikes which means you can pretty much bank on them aiming for best in show each year. The striking looking 2013 EC250F's new red and white colours are no exception.

Looks aside though the truth is there's very little changed for 2013's ECFs over this year's models but a proper shakedown test was long overdue in DBR. According to Gas Gas UK's John Shirt it's a kind of belated

release of a revamped 2012 model in effect which had a few performance tweaks with that all important Yamaha engine in the Gas Gas chassis. Banged up in the Suttty mobile we headed for FatCat Motoparc doubled up with Martin Craven testing for TMX and lucked in with some rare blinding summer sunshine for the day in South Yorkshire.

The history of Gasser enduro bikes and their four-stroke engines is a complicated one which can't be ignored and in reality one that has done the Spanish firm no favours. Back in 2002 Gas Gas produced their own 4T engines and for a few years hindered by the massive expense of the task kept flogging unreliable 400 and 450 horses which it should have consigned to the knacker's yard. Finally things moved forward in 2009 when they opted for the bomb proof WR Yamaha engines in their own chassis and things started to look up. But even then issues with the non-Yamaha spec exhausts were creating running problems and

the slating in some quarters of the press continued.

That is until 2011 when they finally seemed to iron-out the problems and create a rival for the all-conquering KTM crew albeit arguably a few years too late. Fast forward down the line to the spanking looking 2013 models and we finally have a Gas Gas bike which claims to be a serious contender in the four-stroke enduro bike market.

What we're looking at then is more or less the R (Racing) model from the slightly confusing Gas Gas line-up minus the Renthal Twinwall bars and Talon sprockets. The standard EC250F (not officially imported to the UK) has Sachs suspension front and rear while the R (with the Twinwalls and Talons) is nearly the spec model Shirty is bringing to the UK and runs the higher spec close cartridge 48mm Marzocchi forks but still with a Sachs shock. So this is the EC250F which is a bit like the Racing model but isn't quite. Is that all clear? >>



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MICHELIN





JP makes a splash!

The 2013 line-up includes the 250F, 300F (a bored-out 250), a 450F plus the Ivan Cervantes replica 450F (although at £8600 Shirty isn't looking at bringing any into the UK). There's also the more established two-stroke line-up which will follow just as soon as the Spanish have taken their August holidays...

Hop aboard a Gas Gas enduro bike and you're a hardened cynic if you don't immediately gel with the ergonomics. The relatively low seat height is apparent straight away and 940mm, which is 30mm lower than a KTM EXC, makes a difference at standstill even if you're tall like I am. Once you're off and running it makes less of an impact but I can't help but feel good on a bike which doesn't have me perched quite so high. The Gasser helps you feel more involved in the chassis I guess you'd say rather than positioning you right on top of it.

Gas Gas's trademark tubular chassis works

a treat through the nadgery wooded enduro course at FatCat Motoparc which we used for this test. A cracking and positive feel when you're switching direction hard and fast to dodge trees is characteristic of Gas Gas enduro bikes I've ridden in the past. They feel accurate, give good feedback and deliver a certain solidity when you're trying hard to dodge hard objects and I ended up gagging for more time riding the 250F. FatCat supreme Martin Craven testing for TMX commented, "you'd be happy to ride one of them all day long." Which was measured but fair praise – Martin's a veteran of Erzberg, The Tough One and plenty more enduro and trials classics besides so knows his off-road onions (and his café lattes for that matter).

Popping up and over some logs and rocks for more of an extreme type test proved this Gasser has plenty of hand-me-down heritage from its trials bike siblings too. The feel from the



This peachy pic proves the sun does shine on South Yorkshire



Magura hydraulic clutch conversion is good over more technical going and again the chassis balance helps you feel boss of it.

Moving on to the "bomb proof Japanese engine" as Shirty puts it was the only real answer to the reliability woes and it's fair to say things have changed dramatically in that regard for Gas Gas who now have a better reputation. The 250F's pokey little WR250F unit has proven reliability and quickly shows its self to be capable. With soft and subtle power off the bottom to have good feel for grip and plenty of power through the revs the more you ask for. It comes on strong quickly if you ask for a throttle-full of revs too with minimal tail-off as you hit the rev-limiter. It's not the strongest on the market but for a 250 four-stroke it does feel stronger than I expected and bangs nicely out of berms with a punch. It's so responsive in fact we speculated it was some sort of hybrid mix of YZ and WR motors. The Gas Gas-spec exhaust rather than the restricting Japanese OE pipe is helping but Shirty reckons it's all WR – which makes sense financially for all concerned if nothing else. My only niggle about the engine was not getting enough chance on the day for some high-speed action to give it proper blast! >>



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Marzocchi front forks are
a bonus on UK EC250Fs



SPECIFICATIONS

EC250F

Capacity: 249.6cc

Bore and stroke: 77.0 x 53.6mm

Transmission: five-speed

Fuel tank capacity: 6.3 litres

Front suspension: 48mm Marzocchi USD fork
(296mm travel)

Rear suspension: Ohlins monoshock
(298mm travel)

Front brake: 260mm disc

Rear brake: 220mm disc

Seat height: 940mm

Wheelbase: 1490mm

Ground clearance: N/A

Dry weight: 110kg

Contact: www.gasgasuk.com



*Trials skills are in the DNA
of every Gas Gas*



*Plenty of feel for grip
from the carbide WR250F
Yamaha motor*



On the critical side the EC250F has a few things littered around which the world of enduro would no doubt take issue with. We'll lay it down right from the start and say the technical woes Gas Gas owners experienced with their engines in the past seem to be exactly that, the past. The well-developed Yamaha motor is fully-formed lump with a track record.

But poke around and there are a few things you arguably wouldn't see on a KTM. Although it is a Yamaha part the starter motor pokes unreasonably right out the front left side of the 250's engine and is ripe for cracking on something while the skimpy bash plate does little or nothing about it. Some of the pipe work around the engine looks decidedly un-Japanese in its finish too and you'd have to say it's not quite as neat and tidy as some of its rivals.

Top of the list of gripes though is the steering lock which isn't a major issue unless you need to do a slow-speed tight turn and then it's a notable hindrance. The top yoke is held back from biffing the fuel tank by a lock-stop and that hampers the steering lock quite a bit for an enduro bike, noticeably so alongside

FatCat Mart's KTM I jumped on while he was posing for pictures. For much of the time I didn't notice and definitely in the faster stuff the encouraging Gasser chassis tends towards chucking it carefree into corners but you do notice it at other times. The only other niggle of note was the front brake feel from the Nissin caliper. It's a common component on many bikes but didn't quite have the bite here although the boxfreshness of this bike is the likely reason so we'll let it off.

Life is tough for four-strokes in the UK because we traditionally like a two-stroke for our enduros and an orange one at that. But I'm inclined to say you get used to whatever you're on and while a lighter two-stroke 250 always makes life easier on the tight, technical going every horse has its day.

The 2013 EC250F which retails at £6599.99 has plenty to shout about. If you like a nice controlled feel in the technical going and like to be boss of a bike the Gasser satisfies. It looks a peachy little fella too and we can't wait to try the 300 four-stroke not to mention the 2013 two-strokes which should have arrived in the UK by the time you read this.



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THE BRITISH GP IS COMING RIGHT UP AT MATTERLEY BASIN AND WE NEED EVERYONE FROM RIGHT AROUND THE UK TO GET THERE AND GET BEHIND OUR BAR BANGIN' BOYS AND GIRLS...

Words by Suttty Photos by Suttty and Sarah Gutierrez

It's being billed as a four-day festival of motocross and as MXGPs go this is the big daddy of them all! For the first time ever rounds of the MX1, MX2, MX3 and WMX world championships will be going off on the same weekend as the Vets World Cup and the EMX250, EMX125, EMX85 and EMX65 European championships – and then there's an Amateur class n'all! By my reckoning – and after suffering over five million concussions maths ain't exactly my strong point – that's 10 different classes getting it on over the course of 96 hours!

Although the venue for all this motocross madness should need little introduction for the benefit of those who don't know Matterley Basin is the place to be. Purpose built for the 2006 British Grand Prix and Motocross des Nations the circuit lay dormant for almost five years before international competition made a triumphant return to the track – which is situated slap bang next to the A31 just over

two and a half miles east of Winchester city centre – last summer.

While last year's grand prix was a good 'un – the track in particular drawing a lot of praise from the racers – this year's should be even better and not just because there's over twice as much race action to enjoy over the course of the extended weekend. Steve Dixon and the SD Events crew have gone all out to create a proper festival feel with raucous race bikes the soundtrack to the weekend rather than band after band after band.

There will be plenty of stars in attendance though and there's a good chance we'll see champions crowned as Tim Gajser (EMX125) and Kiara Fontanesi (WMX) both look likely to claim their titles right here in the UK. But what of the other championship chases?

In MX1 last year's Matterley master Tony Cairoli leads the way in the series standings with a slight advantage over Belgian Rockstar Energy Suzuki rider Clement Desalle.

Of course between DBR going to press and the British GP going off the series swings through Loket so all that could have changed – although it's not looking likely. Desalle missed Matterley altogether last year so is a bit of an unknown coming into this race whereas Cairoli has won at least one moto every time he's visited – including at the MXdN in 2006 where he won the MX2/Open moto on his 250F.

Other riders to look out for in the 450 division include Christophe Pourcel – who won the opening MX1 moto here last year – and also Kevin Strijbos who finished runner-up to Stefan Everts in the '06 GP. Strijbos is really on a roll at present and he's dominating the British championship. He also won a GP moto in Latvia not so long ago. Although he's as Belgian as waffles and mullets this is almost like a second home GP for him as he rides for a very British team so expect him to rise to the occasion. >>



TOMMYSEARLE MX2 #100

"Racing in front of my home fans means the world to me and I know that Matterley Basin is going to be the best GP of the year by far. With the amateur and junior races leading up to the weekend it's going to be the biggest grand prix ever and to have it happen in my own country and especially when I'm in a position to win the world championship is going to make it very special. Yeah, I'm under a lot of pressure to win it for everyone and I'll feel a bit of a failure if I don't but I know that having the crowd behind me will give me that little extra boost to go there and do it."

Great, British and full of hope, Tommy's our main man at Matterley



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Of the Brits in MX1 it's Shaun Simpson who's most likely to shine. Woody holeshot race two at Matterley last year and looked to have second in the bag until Billy MacKenzie launched into the back of Tanel Leok on the uphill quad causing the red flags to come out. The restart wasn't so kind to the 2008 British MX2 champ and since then he's struggled to find the same kind of form that he hoped would put him on the podium...

Nathan Parker and Alfie Smith are the other full-time Brits in MX1 and will be looking to add to their points tallies in their home GP. STR KTM's stand-in Jamie Law is still waiting to see if Matiss Karro will make his comeback at Matterley or not and as for wildcards it's best not to speculate as entries officer Marc Pauwels loves playing God and has the power to put a rider in – or not – as he sees fit. The entry list will be finalised just before the event so keep an eye on www.dirtbikerider.com and we'll keep you updated in the lead up.

The battle between Jeffery Herlings and Tommy Searle has been raging all summer although since Tommy suffered a double dose of bad luck in Latvia it's looked like the points

lead Herlings has might just be insurmountable. Tommy's no quitter though and you can guarantee he'll dig deep until the very end and absolutely nothing on earth would make him happier than taking a home win. Tommy's no stranger to standing on the podium at Matterley and has stood on the steps at every GP ever held here – that'll be twice then.

Searle's not the only Brit who stands a good chance of spraying some champers at the end of the day in MX2 though as The Reverend Jake Nicholls, Max Anstie and Elliott Banks-Browne all have podium pace even though they've not stepped up and proved it in the GPs so far this year. With a home crowd cheering them on anything is possible though and I wouldn't bet against any one of them taking home a trophy.

Likewise Monster Energy Yamaha teammates Zach Osborne and Arnaud Tonus will be fully fired up for this GP as team boss Steve Dixon is promoter and it's as close as either of them will get to a home round this year as neither the USA nor Switzerland will host a GP. Expect great things from them.

Their ginger stable-mate Mel Pocock is >>



JAKE NICHOLLS MX2 #45

"All of the world championship riders look forward to this GP – the track is awesome, the crowd is normally the loudest of all the races and the racing is always pretty close because of those two things. Obviously for us British riders the crowd factor is a huge bonus and I'm sure it takes off about half a second a lap. This year my goals were to finish in the top five in the world championship and also get on a podium at one of the rounds. I've been pretty close recently but I haven't achieved it yet and the idea of getting a podium at the British GP really does make me moist. It's all I think about when I'm putting hours of training in every week and it takes away any pain I'm going through. It would truly be a special and surreal moment to stand on the podium in front of my home crowd."



MAX ANSTIE MX2 #6

"Last year my home GP was not great. The bike stopped in qualifying so I had last gate pick which then made my day 10 times harder on Sunday. I'm looking forward to getting out there and getting on the box this year – I love the track and just want to go put on a good show. I just hope the British fans come in their millions to support all of the British riders. My dad used to tell me stories of how crazy all the British fans were and I want to witness that for myself."



SHAUN SIMPSON MX1 #24

"It feels like I've been waiting all year for the British GP especially after last year's disappointment of taking the holeshot, leading for a few laps and then tucking in behind Frossard only to have it taken away with a red flag. I want to have the feeling of leading a world championship race on home soil again in front of 50,000 of the best fans in the world! It gives you such a buzz and you can't even hear your bike in the turns but it doesn't matter because you just give it all you have. The crowd hanging over the fence just gives you that extra motivation you need to pull it out of the bag. I haven't managed to put myself up on the podium yet this year and I'm desperate to do it at my home GP – it would be immense!"



MX1 guns Paulin and Desalle will be shootin' hard in the MXGP of GB





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Cairolì has form at Matterley, come to think of it where doesn't he have form?



Van Horebeek and Osborne won't be in Wiltshire for sh*t's and giggles



Goncalves will be hoping to claw back some points aboard the factory Honda

currently kicking butt in the EMX250 class and as DBR goes to print remains unbeaten in the series so far. The current Maxxis series leader held a healthy 26 point lead heading into Loket and barring any Josh Coppins-esque disasters will likely still hold the red plate at his home GP n'all. As cool as it will be to watch Mel win two more motos at Matterley it'd also be sweet to watch him challenge for a podium in the MX2 races but I guess we'll just have to wait until next year for that.

Britain has a potential winner in the EMX125 class too as HM Plant KTM UK's James Dunn will no doubt be challenging for victory. Dunny came close to winning a 125 moto at Matterley last year and comes into this year's grand prix on the back of a great ride at the Hawkstone Park Maxxis. The EMX125 series is currently being dominated by Tim Gajser who will most likely claim the European title at the British GP. The Slovenian has only been beaten once this year and that was by James at Bastogne. Let's hope he can beat him twice more at Matterley.

Running their points paying motos on Thursday and Saturday is gonna make things

tough for the girls in the WMX class as they'll have to cope with changing conditions as well as the tortuously technical track. The battle for top honours in this class looks likely to be between our very own Natalie Kane and the captivating Kiara Fontanesi.

After a slow start to the year Kane has really hit form of late and since round four in Croatia hasn't finished lower than second in a moto. Fontanesi's been running that pace all year though and enters Matterley a very dominating 69 clear of Natalie. It's possible the Italian sasstress will wrap up the title as early as moto one but – barring any disasters – will definitely do the deed on Saturday. After seeing how awesome her podium celebrations were in Valkenswaard I'm hoping for more of the same.

The old guns in the Veterans World Cup class run a similar schedule to the ladies with a day off between their motos. Expect to see some stiffness and creakin' bones for their second moto on Saturday as they battle it out to become a World Cup winner. I'm expecting some good old British dominance in this one as Phil Mercer, Terry House and Gary >>



MELPOCKOCK EMX250 #119

"The boys keep me really honest in the Europeans even though everyone thinks I just go out there and p'ss it. I've won every race so far and I'm hoping to keep my win streak alive – it'd be a dream to win both motos at Matterley. It's really gonna be amazing and people keep telling me that they've bought their tickets and they're coming to watch me. I'm excited but I'm going to keep my cool and do what I have to do."



NATHANPARKER MX1 #42

"I'm really looking forward to racing a GP in front of my home crowd. A lot of my friends and family will be there and that makes it so much more special. Matterley is such a huge track with wide-open jumps which is exciting for spectators to watch although quite scary first time out! I hope everybody turns out to support the whole weekend and all the British riders!"

THE SCHEDULE!

IT'S GONNA BE INTENSE...

Although you can arrive at Matterley any time after 4pm on Wednesday August 15 the entertainment and racing action doesn't start until the next day. But if you're as excited as we are you'll want to be there as early as possible to get the best pitch you can.

THURSDAY AUGUST 16

On track action starts nice and early with practice sessions for the Amateur, WMX and Vets World Cup. As well as practice and timed-qualifying for gate pick all three classes will also have their first motos.

FRIDAY AUGUST 17

More practice and qualifying only this time for all four European championship classes and the MX3 boys. In the afternoon the Amateur Super Final will take place to find a winner of that novel new class...

SATURDAY AUGUST 18

As well as the first points-paying motos for the EMX racers Saturday sees practice and qualifying for the MX1 and MX2 riders and the second motos of the Vets and WMX classes as well as a pair of MX3 championship motos n'all. Long day? Hell yeah.

SUNDAY AUGUST 19

Another early start's needed because with four EMX motos and four world championship races to be run it's gonna be another long day. You guys – and us guys too – are gonna be pooped by the end of it all!

CAMPING!

IT'S GONNA BE IN TENTS...

Okay, that's a lie because you're gonna be able to camp in motorhomes and caravans too but basically a camping ticket for a tent, caravan or motorhome is gonna cost you £35 which will cover up to four of you for the duration of your stay. If you need additional wristbands for a fifth mate or more that'll cost you an extra fiver per person. The campsite has showers, toilets and drinking water and there'll be hot and cold food available as well as a licensed bar – so pretty much everything you need for an awesome weekend.



ELLIOTTBANKS-BROWNE MX2 #44

"The British GP is going to be awesome this year! If I'm fully fit I know I can get a top five and we could potentially have four Brits in the top five of MX2 if everyone's on their game. It's a really exciting prospect and I just want to be 100 per cent fit for it so I can go out there and get a good result for the fans."



JAMESDUNN EMX125 #200

"I'm really looking forward to it and it should be good. It was amazing last year and the crowd were going crazy in that second race when I was right on the leader's back wheel. That was probably my favourite race of my whole career but hopefully this year will top it. It would be amazing to go there and win but Tim Gajser is going real well so I'm going to need all the support I can get!"

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HOW TO GET THERE!

FROM THE NORTH, EAST OR WEST...

Unless you're a fella who's a south coast dweller the chances are you're gonna be hitting Matterley Basin up from the north. The good news is with excellent road links in the south of the country getting to the track is, as Sean Connery would say, a peesh of pish. Basically you need to find your way to junction nine of the M3 whether that's by hitting it up from the A34 (the A303 is the best bet to reach that particular road for west country folk) or coming down the motorway itself. From there head towards Alresford and Alton using the A31. The event will be signposted from the motorway junction anyway but as a back up you can always slap SO21 1HW in yer SatNav and get guided in like a boss.

FROM THE SOUTH EAST...

If you're within 10 minutes of the M3, M20, M23 or M25 following the directions above is the easy way in but failing that the A272 is as good a route to Matterley as any. Keep on trucking past Langrish towards Winchester and the A31 and then swing a right when you get there. Follow the signs for the MXGP and Bob's yer uncle.

TICKET INFO!

HOW MUCH, HOW MANY AND HOW LONG...

Unless you're super quick and head to www.britmxgrandprix.com/tickets before it's too late to pre purchase tickets you're gonna have to pay on the day. To make sure you take enough folding currency along with you here's a rundown of ticket prices and whatnot.

Long weekend (Thurs – Sun)

Adult £83, Children* £41.50, Family** £213

Weekend (Sat – Sun)

Adult £63, Children* £31.50, Family** £168

Saturday only

Adult £33, Children* £16.50, Family** £78

Sunday only

Adult £53, Children* £26.50, Family** £138

* Aged 5 to 15

** Two adults plus two children

Under 5s free



NATALIE KANE WMX #44

"This is the first time the WMX series has had a GP in Britain and I'm really excited about it. There's going to be a really big crowd there and I hope they really get behind me and motivate me to win. It's not going to be easy to beat Kiara Fontanesi but it's not impossible either. I've been matching her lap times at the last few races but I've had no luck with my bike and I've been getting sh*t starts. My speed is getting better and better after all my injuries in the past four years and my aim is to keep improving, stay injury free and win some races by the end of the year. I would love to win at Matterley and I'll give it 100 per cent. I know it will be a hell of a fight because Kiara won't give up the win easily but this is one race I've been looking forward to all year and I can't wait to get there and ride!"

Hoptrough should all be up for the win.

Team DBR might well have a runner in this class too as naughty over-40 Geoff Walker has submitted an entry to the ACU on the #777 RM-Z450 magazine machine. As the final list is far from being final we can't say if he's in for certain but if he is then we're hoping for a strong point-scoring ride from the only member of the editorial team old enough to compete. No pressure there Godfrey J, no pressure...

Matthias Walkner's currently the kiddie to beat in the MX3 division who'll do all their racing on Saturday amongst the busy MX1 and MX2 practice and qualifying schedule. Again, there's zero details available of British entrants for this class at time of writing but with a much lower service fee and a potentially packed out entry in the MX1 and MX2 classes hopefully some of our homegrown will take advantage and spank out some strong rides.

If that's not the case then maybe the MX3 motos will be a good time to pop over to the DBR/TMX stand in the trade area and pick up a

bargain subscription, a limited edition Tommy Searle t-shirt and enter our FREE competition to be in with a chance of winning a pair of Gaerne boots and an Airoh helmet at our photo booth. Come and see Sarah, Kerry and Christina for a good time...

Details on the EMX85 and EMX65 races and who's actually in 'em is still a bit of a mystery. We do know that they'll be running on Saturday and Sunday though and will be televised live on Motors TV as part of their live festival weekend schedule that worryingly shows every race from Saturday and Sunday.

Forget I told you that though because the only place to see the action from this GP is live and dangerous at Matterley Basin itself and if you're not there lining the fence on the weekend of August 16-19 then I'm gonna send The Bear round to sort you out. He might not be there today and he might not be there tomorrow but he'll be there soon and if you don't come you'll have to live with that fear for the rest of your life. So we'll see you there then, yeah?



There's no doubting Herlings' class this year but it's time to get behind our man Tommy!

Make shure you're also shouting for Shaun Shimpshon!

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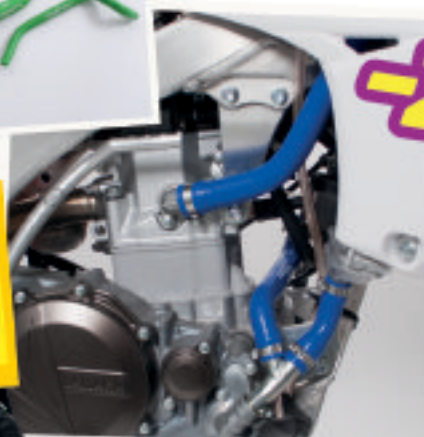


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BLACK CLOUDS AND SILVER LININGS!

Emberson Yamaha's Steven Lenoir is no stranger to setbacks but no matter what's thrown his way he always seems to come out the other side...

Words and photos by **Sutty**

When the Events 22 crew called off the third round of the Red Bull Pro Nationals at Canada Heights due to an overnight soaking from the sky that left the track waterlogged I can guarantee that both red plate holders breathed a huge sigh of relief. MX1 series leader Stephen Sword was still feeling way less than 100 per cent following his Desertmartin get off while Emberson Yamaha's Steven Lenoir – the MX2 pace-setter – had very different but very debilitating problems of his own.

It's no secret that the 20-year-old Frenchman has been suffering with arm pump as he struggles to get used to the condensed day of action our domestic championship rounds throw up. To alleviate those problems Steven decided surgery was the only option and rocked up at Swanley with a pair of freshly operated on forearms. Luckily, the rains came and he didn't have to hang tough in the mixed-capacity motos that day although two weeks later he would as the series headed to Duns for round four/three/whatever...

Luck wasn't with him that weekend though and despite being fully recovered from his recent surgery the RBP red plate was ripped from his grasp as a 3-DNF scorecard – the no-score due to a crash-damaged front brake – allowed Nev Bradshaw to streak ahead in the series standings. Lenoir's not too stressed though because he knows the series is only at its halfway point and he's no stranger to battling back from bad luck as he's done it all before.

Before sitting down and chatting with our hero in a half-shell (more on that later) I knew very little about Embo's latest import other than he'd broken his leg in the most disgustingly horrific accident of the 2009 GP season. That's the one you can see on YouTube (tinyurl.com/d8jatbn) where Evgeny Bobryshev runs right across his leg and body after he's already clipped a trackside hay bale and

cartwheeled through the air. That injury ended his season right there although he was able to regroup and come back strong in 2010 to win the European MX2 title with Belgian Suzuki squad Vamo Racing. But again, that season was no picnic either.

"I had a lot of technical problems and I started the series with a DNF-5 then went something like 1-DNF then 5-DNF – the whole beginning of the year was just really sh*t," explains the Frenchman showing the kind of language skills most foreign riders who learn English in the UK pits seem to pick up. "It almost got to the point where I wanted to leave the team but I kept with it and I had a really strong end to the season. The other riders at the front of the championship also had some problems with crashes and stuff so in the end I won by 50 points – it was good."

That title along with a strong showing in the European Motocross des Nations against some super stiff competition helped Steven score a ride with Italian Yamaha team 3C Racing for the following year. "The team had some good results with Manuel Monni so I was expecting good things from them. They promised me a lot but everything went bad. I call it the black season because it was the worst year of my whole life. The biggest problem was they didn't want to test or improve anything – they just wanted to do what they had done every year and they wouldn't listen to me. The whole deal just made me feel really sh*t about myself."

A final season ranking of 36th – with the highlight being a pair of 16ths at La Baneza in Spain – was in no way a befitting result for the Euro champ especially when '09 EMX2 winner Christophe Charlier was 12th and '08 victor Valentin Teillet also in the top-20. Steven knew that if for nothing else than his own sanity he needed to find a new direction for 2012 and that's what basically brought him to the UK. >>

Fresh-faced Frenchie is getting a taste for British mud!



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STEVEN ON...

TEAM BOSS ROY EMBERSON

"He's a good guy! Sometimes he's grumpy when things go wrong and it's best not to speak to him but when he's happy he's a nice guy and I have big respect for him because I know he respects me also. What I like most is that if he promises me something he'll always back it up."

WHAT COULD BE

"I look at Jordi Tixier's results because I've ridden with him all the way through my career. Since we were 10-years-old I've always been in front except for last year when I had a bit of trouble with injuries and the bike I was riding. I know if I train well and have the right equipment I wouldn't be so far off from him and if I had a factory KTM like he does and a winter spent training with Stefan Everts, Jeremy van Horebeek and Jeffery Herlings then I wouldn't be surprised if I was top five in the GPs."

MECHANIC JON GIFFARD

"My mechanic Jon is also the team manager and we get on well especially now my English is getting better. In the beginning it was not so good and he struggled to understand what I meant. We have fun and we joke a lot which is perfect for me because I like a good atmosphere when I go racing – I like everyone to be happy. If I am too focused I don't enjoy it so much and my results on the track aren't so good. If I have no relationship with the team it just doesn't work for me – that was half the problem I had last year with 3C."

WHY THERE ARE SO MANY FAST FRENCHIES

"I don't really know why there are so many good French riders – it's probably because the tracks are different. In the UK it seems like everyone is flat-out and aggressive because they're training on smooth tracks so they're always looking to push hard. In France the tracks are always rough so we're better technically and we'll be looking to see how we can ride smoother. Most of the tracks are much slower so a track like Canada Heights is more what I'm used to."

"I approached Roy Emberson and I asked if he'd let me try his bike. I was really keen to show him how well I can ride but I also wanted to see how good his bike was. It was fine and straight away I felt so much different on this bike because the team uses the best parts – Pirelli tyres and stuff like that."

"In the GPs I had been struggling with injuries and while I was able to run in the points I was in a lot of pain and didn't feel good on the bike. I think I first spoke to Roy in September, I tried the bike in October and by November we had the deal in place."

After being almost absent from MX2 in 2011 it was a nice surprise to see two Emberson Yamahas battling it out at the front of the pack at the FatCat Maxxis season opener with Lenoir and his new team-mate Graeme Irwin both challenging for the podium from the off.

"I didn't actually feel so ready at the start of the year because I didn't like the bike so much but the team kept listening to what I wanted. I had a decent ride at FatCat then by Canada Heights I was feeling much more confident in the bike and much stronger myself."

A 2-DNF-4 scorecard at the second Maxxis round more than testified to that new found confidence and strength and since then Steven's been on a roll. Fourth overall at Lyng, fifth overall at Milton Park and third overall at Desertmartin puts the Frenchman a fighting fourth in that championship despite those arm pump problems and a not so stellar sixth round

at Hawkstone Park.

"I always struggled in qualifying because I have big arm pump. All the tracks are new for me and in the Maxxis the practice session is really short before qualifying begins – then it's let's go! I am stronger when it's a two-day race because from the age of 12 I have always raced two-day meetings. I'm starting to get better with the one day events though now and I'm suffering with much less arm pump now I've had my arms operated on."

That problem with arm pump hasn't been so apparent at the Pro Nationals where the riders have free practice an hour before the timed qualifying session and then two slightly longer races in the afternoon. Another factor that seems to be falling in the favour of the Frenchman at the Pro Nats is the mixed capacity format that sees 250s battle the MX1 missiles on-track even though they're scored separately. While some of the MX2 front runners seem to get demoralised by running in the heavy roost of the mid-pack with the 450s Lenoir just cracks on with it.

"They do it in France a lot of the time and even when I was on a 125 I had to race against 450s so it's just something I've always been used to. Sometimes it gets a bit frustrating because I know I'm quicker than someone on a more powerful bike but I just can't make the pass and that makes me really angry. But it's the same for everyone."

"I'm sure someone from the MX2 class >>>



UK tracks take zero getting used to for French riders says Lenoir...



...but the single day format means arm-pump problems after years of two-dayers



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WHY LENOIR'S HAPPY TO BE A HERO IN A HALF-SHELL...

With his bulky RXR body armour Lenoir definitely stands out on the track amongst riders who prefer to use under-jersey roost guards or even nothing at all. While wearing the inflatable armour might make him the butt of some jokes Steven feels like he gets the last laugh...

"I started to ride with it in 2008 after I broke my collarbone. I looked for what would be the best product for protection and I tried the RXR stuff. Okay, the look wasn't so good in the early years but it worked well. The team I rode for in 2009 was sponsored by RXR anyway and so we had to use the product and test the new stuff – we got it so it was better and better.

"Even when I left that team I kept using it because I wanted to – I wasn't being paid to use it. In France you have to wear full coverage body armour if you want to race – even at pro level. So when riders who don't normally wear body armour come to race in a French championship or international they have to wear proper body armour too.

"With this armour it's possible to have a big crash and get up and feel nothing. After Bobryshev ran me over in Portugal I was totally blue in the back with bruises but I had no broken bones. I am 100 per cent sure it works. The goal is to win races and not worry too much about how you look. You can't win races if you're injured.

"I know some people laugh about it and call me sh*t names – like turtle – but I don't really care because when I'm chasing down the 450s at a Red Bull Pro National I'm not hiding from the roost. After wearing it for four years I feel naked riding without it."

Sticks and stones ain't making no difference to Lenoir's RXR protected bones

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JON ON STEVEN...

"It's been really good working with him from day one and it's been really easy too because he knows exactly what he wants. At first it was difficult with the language thing and he still doesn't understand what Roy says because he's got so much of an accent and speaks so fast and doesn't even try to break it down for him! His English has come on so much by hanging about with Graeme and hanging out at the workshops so he's probably picked up a lot of bad language from all the banter. At least he speaks the same English as us now – there aren't many things he doesn't understand anyway..."



Happy in the UK and happy with his team, Steven's in no rush to get back into GPs



Jon Gifford spins the spanners on the #685 Yamaha



can win a Pro National overall but nobody has done it yet. I'm sure it's possible but it mostly depends on the start. Landrake was an uphill start, Canada Heights is an uphill start and Duns is too – when it's like that then it's really hard to start up at the front on a 250. I know it's possible to beat the 450s but it's going to be difficult."

But while beating the 450s would be a great achievement it's not Steven's main goal. "My main aim is to win this championship and also finish top three in the Maxxis. I know it's not going to be easy because the local guys are always strong in their home championships. I know that if the English riders came to race in France then it would be difficult for them also. Shaun Simpson knows what it's like. He came to race the French championship and I looked at the results afterwards and I was like 'whaaaa, Simpson is fifth – what is this? Normally he'd

beat all of these guys easily'."

So if he achieves his goals does Steven see this year as a stepping stone to getting back into the GPs?

"If the right ride came up it's definitely something I'd be interested in. I don't have so much budget myself and I can't pay my way into a team. Even if I got offered a ride for free it would still be really tough. When you go racing the goal is to do well and to do well you've got to train lots and go riding lots and that's all expensive – the gym, the track fees, the diesel. I can't afford all of this myself if I'm not getting an income so it's important I'm paid to race.

"If I have to stay here I won't be sad. To be honest this year is the best of my career so far and I like my lifestyle, I feel good about things and I have a great relationship with the team. I'm happy here and if I stay in the UK for five more years then that will be okay for me."



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French Freestyle ace Remi Bizouard puts in the practice hours down on his farm



FRENCH REVOLUTION

FEARLESS FRENCHMAN REMI

BIZOUARD'S RISE TO THE TOP OF
THE GLOBAL FREESTYLE CROP ...

Words and photos by **Ricky Monti**

Eurrently leading both the FIM Freestyle Motocross World Championship and the UEM European series Remi Bizouard is without doubt one of the world's very best freestyle motocross riders. He's also one of the quietest too preferring to let his super-stylish riding do all the talking for him. That can make communicating with him tough although that's soon forgotten when he gets on his bike and paints masterpiece after masterpiece across the summer sky.

Remi lives with his family near the small town of Faux which is located in the Perigord region of south west France. Although very popular with tourists for its mild climate, picturesque castles and churches life is actually quite slow here which is why the quiet and shy

25-year-old loves it so much. Living in a typically French farmhouse that has a workshop and FMX park on site it's not uncommon to see Remi either working on or riding his bike or just hanging out with his girlfriend, daughter and big soft dog – Valcom the Rottweiler.

DBR: For those who don't already know please tell us a little about yourself...

RB: "My name is Remi Bizouard, I'm 25 years old and I live at Faux which is near Bergerac in France with my family, daughter and girlfriend."

DBR: How did you get started in motocross and then freestyle?

RB: "I initially started racing motocross at a regional level and then I progressed to the nationals but that's as far as I got with that. I was beginning to get a bit bored by the track so I tried hitting ramps. I liked it a lot and since March 15 2003 I've concentrated purely

on freestyle."

DBR: What did your family think when you made the switch?

RB: "My dad was against it at first because he didn't think it was safe but he came to watch me ride about two months after I started and he was quite surprised. After that he supported me and used to come and help all the time but now it's getting a bit less."

DBR: How long did it take from starting freestyle to turning pro?

RB: "It wasn't long at all because I quit my job and rode nearly every day for two years – I got better quite quickly."

DBR: Do you remember the first trick you perfected?

RB: "I think it was a heel clicker."

DBR: What bike did you start out on and what do you ride now?

RB: "Back then it was a 125cc >>





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Remi relaxes in his home workshop

FRENCH QUAD

KTU. I remember I shaved down the saddle and cut some grab holes in the airbox. Now I ride a Honda CRF450 – there are many reasons why. The main one is because of the fuel-injected engine – it makes great torque and power and I feel much better on it. I don't regret the switch."

DBR: Who do you normally ride with?

RB: "Most of the time I ride alone or with the Izzo brothers – Romain and Brice – or David Rinaldo, Alistair Sayer and Ilkka Salo. They all train in a different way but it's fun to hang out and ride with them and it's kind of motivating too."

DBR: What do you enjoy most about FMX – the winning, the riding, the atmosphere, the party after or something else?

RB: "I would say it's about the whole event and the atmosphere that it has. If I can do all my tricks, have fun in the show or comp and then go out and party with everyone after then that's a great event!"

DBR: Freestyle's not all about having a good time though and some of the injuries can be tough – have you had many?

RB: "My first big injury was my

right shoulder which I hurt in the summer of 2007. It dislocated a few times and that was a few times too many so I went for a surgery and six weeks later I was fine again! Another time I was at Brice's park in Marseille and my bike hit neutral right before the ramp. I was coming way short so I jumped off the bike and as soon as I landed I felt the bones in my leg break – my right tibia and fibula were both broken. I really don't like being injured so I always try and come back stronger and faster than what the doctors say is possible..."

DBR: What's your practice park like?

RB: "It's really cool I think. It has lots of different radius ramps set to various gaps – the biggest is an 11 metre radius ramp that's 35 metres from the landing. There's also a 28 metre dirt double and a foam pit."

DBR: Why did you build a 35 metre jump? That's huge...

RB: "We used to have some of them at some contests so I had to practice for it. It's actually quite a lot different and although you get more air time there are a few tricks that you can't really do over that distance."

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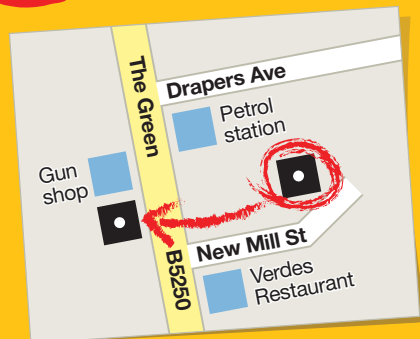
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DBR: The foam pit seems to have become very important for FMX riders to train in – is it something you use a lot?

RB: "I use it when I feel too confident with a trick or if I want to try something new."

DBR: Are you working on some new tricks?

RB: "I am but until I get them dialled to dirt I don't really want to talk about them – I can tell you that there are some 360 combo tricks being learnt though..."

DBR: How do you normally go about learning a new trick?

RB: "I try and visualise it in my mind or if somebody else is already doing it I'll watch them. From there I'll do it step by step on dirt or if it's a flip trick I'll take it to the pit."

DBR: It's been a few years since you competed at the X Games – what was that like as an experience?

RB: "It was hard. At that time I was struggling with my English and I just wasn't ready. In Europe the event promoter will normally help you with everything you need but over there no one would help at all. One year I hope to go back and get a better result."

DBR: In the Night of the Jumps World Championship series you've been one of the top contenders for years – how's the championship going so far in 2012?

RB: "This year is very long with around 15 events so it's tough to be always in the top three

but that's been my goal. At the moment everything's going well and I'll hopefully have some new tricks when the series resumes in September. It's a long series with the winner not decided until December – whoever it is will have done about 50 runs!"

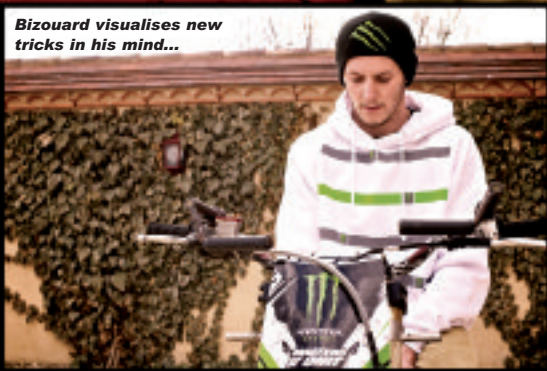
DBR: Who do you see as being the big competition in this year's championship?

RB: "Probably Josh Sheenan or Libor Podmol but Javier Villegas is also riding well. I try and focus on my riding and having fun rather than worrying what the other guys are up to even though I do enjoy watching them."

DBR: Having ridden in X Games, X-Fighters and the FIM World Championship series which do you like the most?

RB: "I like X-Fighters because it goes to different cities and the layout is different every time but there are only six events a year. X Games is only once a year and with just a few riders while the World Championship is good, long and accommodates lots of riders. I would say my favourite is

Bizouard visualises new tricks in his mind...



...before trying it step by step either on the dirt or in his foam pit



New tricks are on the cards by the time the Night of the Jumps series hits China



X-Fighters though because it takes different riders to different places!"

DBR: What do you think about the evolution of freestyle motocross?

RB: "I think it has changed a lot and there are some good points and some bad ones. Like there are too many politics involved and at some events it's not the best riders who are invited but the ones who ask more. We also need to get more big events and more TV coverage. It's also an exciting time in the evolution of tricks with stuff like the front flip and body vars." "

DBR: In France there is a real passion for good food and wine – what's your favourite thing to eat?

RB: "That's true about French cuisine but I also like Japanese

food – I can't stop eating sushi!"

DBR: What sort of music do you like listening to?

RB: "I love electro and some hip hop – artists like Booka Shade, Bonobo and Iam."

DBR: Do you have any tattoos?

RB: "No, I think they are too dangerous – if you get one they become addictive and then you never stop."

DBR: Okay last question – do you ever think about your future?

RB: "Unfortunately that's something I think about every single day. There are one or two ways that it could go but only the future will let me know – I guess we'll just have to wait and see..."

Remi down on the farm with Valcom the Rottweiler



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Words by JP O'Connell photo by Suttly

DBR: When did you last clean an air filter?

BM: "Last time I cleaned one would be a month ago or something but I pretty much have to oil my own practice ones every week."

MP: "Not cleaned any in a long time but oiled some for Dingo a few weeks ago."

DBR: What was the last lie that you told and who was it to?

BM: "I don't know if it was a lie as such but I've dinged a couple of phone calls lately pretending to be busy!"

MP: "Not much of a lie but I always tell my girlfriend that I have left to go and pick her up but really I'm just going in the shower or I'm still sat on the sofa!"

DBR: Could you check your own valve clearances?

BM: "Yes sir! I could build a bike from its guts up."

MP: "Not a chance. I had my first go at engine work this month on an 85 and it's still lying in pieces."

DBR: Name something you eat that you know you shouldn't?

BM: "Double Deckers are what dreams are made of!"

MP: "Chocolate fudge cake – it's an addiction!"

DBR: You're in second and on the leader's rear wheel so do you take him out on the last corner for the win?

BM: "Yeah! However, I've been getting a bit of flack this year for being too nice during the races!"

MP: "Depending what's at stake. For sure if it's for a championship."

DBR: What is the highlight of your career so far?

BM: "There are so many! But the one I'm most happy about from quite recently was finishing on the podium at the last round of the British Championship at Hawkstone last year – that felt like a massive relief to finally get that."

MP: "Probably being given the opportunity to race full-time this year and be paid."

DBR: If you could have any superpower for a week what would it be?

BM: "To fly, go cool places and not have to drive to races and back. Driving's a pain in the ass!"

MP: "To be invisible..."

DBR: Tell us something about yourself that nobody else knows?

BM: "I'm the house bitch! I have to do the washing up, wash clothes, iron, Hoover and all that jazz!"

MP: "My mood changes so frequently that some people think I'm bipolar!"

DBR: What car do you drive?

BM: "I have a Transporter T5 and I occasionally get to drive my girlfriend's C30."

MP: "As it stands right now I have no car. I had a Range Rover Sport but my dad swapped it in for an Audi R8. I'm in the market right now!"

DBR: Have you ever blamed a poor result on a non-existent mechanical issue?

BM: "Nah. Very rarely I might think I hear something and get paranoid about it which will cause me to slow down a bit and then turns out to be nothing but never intentionally just made it up."

MP: "Not that I can think of."

DBR: If you could change anything about yourself what would it be?

BM: "I'd fix the injury I had on my right shoulder or even better prevent it from ever happening. I crashed in 2006 and exploded the nerves and so the muscle has wasted away and I don't have any shoulder muscle left – just skin and bone. I'd love to have that back and see if it does actually hinder me. Plus it looks a bit rank the way it is just now!"

MP: "Make my feet look normal. They are a weird shape!"

DBR: If you could meet any person – dead or alive – who would it be?

BM: "I'm not really in awe of anyone who was or is famous so I would just say I'd love to see my gran and grandad, who sadly passed away 10 or so years ago."

MP: "Chad Reed. He's cool and an inspiration."

DBR: If you were shipwrecked on an island what three things would you want with you?

BM: "My girlfriend, my brother and probably my cousin Billy – he would love that sh*t! If you had decent company you could make it work to survive for a while

and Billy gets right into tree houses, making huts and fires and stuff."

MP: "My girlfriend, a jet ski and some sunshine."

DBR: What's your most prized material possession?

BM: "My van probably. It's the only thing worth anything that I own! The rest of my money has been sunk into riding!"

MP: "My Snap-on tool box and tools. I have only recently stopped paying for them."

DBR: Favourite race you've ever been in?

BM: "Getting 10th at the MX1 GP in Sweden in '09 was pretty awesome. I had to race with some pretty good guys to get that spot."

MP: "My favourite race was in 2010 when I went to Denmark to race an international. It was just a cool experience to ride in an international field and to run and then finish top 10 in the first moto was an awesome feeling. It made the trip home tolerable after I stacked it in the second race and hurt my ribs!"

DBR: Be honest, how often do you Google yourself?

BM: "Not for a long time. But I was introduced to one of Ash's friends the other day who's into mountain biking and he Googled me while I was there cause he had heard of me and thought I was 'famous.'"

MP: "Never even once."

DBR: Is winning a race better than sex?

BM: "Dunno! I've not been doing much of either recently!"

MP: "Hmmm. Let me have a good think about that..."

DBR: Tell us one thing about your riding style that you'd like to improve?

BM: "I'd like to be easier on the back brake. I'm a back brake destroyer!"

MP: "To last a bit longer!"

DBR: What's your favourite film?

BM: "Step Brothers."

MP: "I don't have a favourite but I watch the same films over and over again – Men Of Honour, Taken, Shawshank, 101 Dalmations, Lion King and The Town are top the list."



STANTON (250 HONDA)
RULED THE WORLD ON HIS
EUROPEAN DEBUT IN THE
1989 MX DES ST GILDORT



BIRTHDAY BOY!

BURNICLE BLOWS AWAY ALL MYSTERY ABOUT MICHIGAN IRON MAN JEFF STANTON'S TRUE AGE...

Words and photos by Jack Burnicle

When the Ricky Carmichael University arrived at FatCat Motoparc mid-June those lucky folk able to afford the fee were greeted by an impressive array of tutors. The line-up included

six-time AMA champ Jeff Stanton who celebrated his birthday during the course of proceedings. According to our sister paper, TMX, Stanton's actual age wasn't divulged but I think I can throw light on the matter!

Jeff sprang to prominence in 1989 after pre-season favourite Ricky Johnson had dominated the first five supercross rounds before having his wrist smashed by a wayward backmarker. 'RJ' had claimed successive 500cc crowns for Honda in '87 and '88 while Stanton placed second and then third on an aging air-cooled 490 Yam. These results impressed Johnson's employers at Honda America. They were about to lose Aussie Jeff Leisk who was leaving for Europe and sought a replacement. Johnson generously encouraged contact with Stanton. Yamaha found out about Honda's approach the day of the final 500 national round of 1988 and removed all the spares from Stanton's van as he was out on the track racing!

During that winter Johnson and Stanton developed a fruitful friendship. "I stayed with Rick and trained with him," says Stanton. "He helped me with advice and techniques. Riding together, eating together, just being together. We got along well." After Johnson's ultimately career-ending crash, Stanton sprang to Honda's aid and clinched the supercross title ahead of Kawasaki's Ron Lechien with a round remaining. How did he make that rapid transition from podium contender to feared conqueror? "Honda!" he announces emphatically. "I put a big percentage down to the bike, I tell yer. The whole team effort. I was expecting to adapt one year and win the next but the bike really made that much difference."

He still lived on his family's farm in Michigan. "My Dad's a good guy from the Midwest," says Jeff. "I'd been helping on the farm all my life. Three boys, one older than me and one a little kid who was already driving tractors." Stanton developed a passion for collecting vintage tractors!

He started riding on the farm at six and contested amateur races for 12 years, winning 14 titles between 1978 and 1986 always aboard Yamahas. At 18 he turned professional, riding two hours a day, cycling, running, jet skiing, water skiing and working on the land. Stanton familiarised himself with Hondas by trail riding round Michigan. "Just go out and ride slow and get the feel of

it before you go out and ride a track," he explains.

Inspired by boyhood hero Bob Hannah, Stanton applied a hard-working, single-minded approach to racing. Any bike, any track. "You can't afford favourites. If you want it bad enough, you'll reach down inside and get it. I liked to concentrate on what I was doing before a race. Spend time alone, have a bit to eat and take a nap. I wasn't a person to get excited. That wasn't my style. I just let things happen..."

Dour, undemonstrative but devastatingly fast, Stanton had already clinched the 1989 supercross crown before I saw him dominate the final round at the magnificent Los Angeles Memorial Coliseum leaving Lechien and Guy Cooper to fight over second place overall. A week later after driving several hours north with my good friend Bruce Hollingshead we reconvened for the US 500GP at Hollister Hills, in northern California.

Stanton and eventual SX runner-up Lechien represented America against Honda's trio of world championship contenders Eric Geboers, Dave Thorpe and Leisk. Stanton wanted to do the 250 GP at Unadilla but when Guy Cooper broke a collarbone at the Coliseum Honda asked him if he would step in. Jeff sat on an open class CR500 for the first time four days before the race!

The Hollister Hills State Vehicular Recreation Area – scene of a 1988 US GP won by Geboers – hadn't seen a quantifiable drop of rain in three years. Dust proved a major hazard and a long delayed Saturday practice saw barely half the field participate. Stanton never even changed into his riding gear!

"I feel embarrassed for the US," he said. "If I was a European I'd never come back again. Course preparation is non-existent. There are many tracks back east where they could have good races. The first promoter dropped out when Johnson and Jeff Ward couldn't come. There's been no advertising at all. I knew it would be bad!"

To prove their international credentials the organisers flew four flags alongside the track – FIM, AMA, 'Stars and Stripes' and the state of California flags! Their event programme kindly wished a 'Happy Fathers Day' to race-goers who turned out in encouraging numbers.

Massive overnight watering transformed the course. Right at the end of Sunday morning timed practice Stanton blew away the opposition with a pole-setting two minute 2.4 second lap – an average speed of 33 miles per hour on bike #33 round what was then the shortest grand prix circuit we'd ever seen (how times have changed!).

was armed with his mum's Kodak Brownie camera. After art college he mixed life as a graphic designer, magazine art director, photographer and part-time art college tutor with motocross and photo-journalism. Now he's a commentator, painting pictures with words. He never did get a proper job...

JACK BURNICLE is the godfather (our words, not his) of British MX journalism. Born in Billingham, County Durham, to Bella and nutty (his words, not ours) musical genius Stan Burnicle, Jack was mad about cars and motor racing as a kid. At sweet 16 he got a motorbike, rode it to a local 'scramble' and was instantly, hopelessly hooked. Next time he went he

DESCRIPTION SIGNALEMENT

Bearer Titulaire	★Wife Femme
Occupation Profession	GRAPHIC DESIGNER
Place of birth Lieu de naissance	BILLINGHAM
Date of birth Date de naissance	9/3/47
Country of Residence Pays de Résidence	ENGLAND
Height	5' 11"

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This put him two seconds clear of a tight-knit bunch comprising Lechien, Didi Lacher, Georges Jobe, Jacky Vimond and Geboers. Jeff was then, to his surprise and obvious discomfort, presented with a 21st birthday cake, plus a silly hat, by legendary American behemoth Bevo Forte and a piece of original artwork by equally legendary French photographer Patrick Boulland on behalf of his Parisian magazine 'Moto Verte'. The date was June 18 1989 which by my humble 'O' level maths reckoning means Jeff turned 44-years-old at FatCat!

Stanton's 21st didn't quite pan out as a comic book adventure should. Blazing hot sunshine had baked the mud by midday and a bulldozer scraped the slime off turn one before the first moto. Championship leader Geboers, Lechien and Stanton leapt out of the gate as that evil first bend claimed several victims including Vimond.

Then Stanton went down in the mire on lap two leaving Lechien with an already handsome lead over Geboers, Leisk and the other birthday

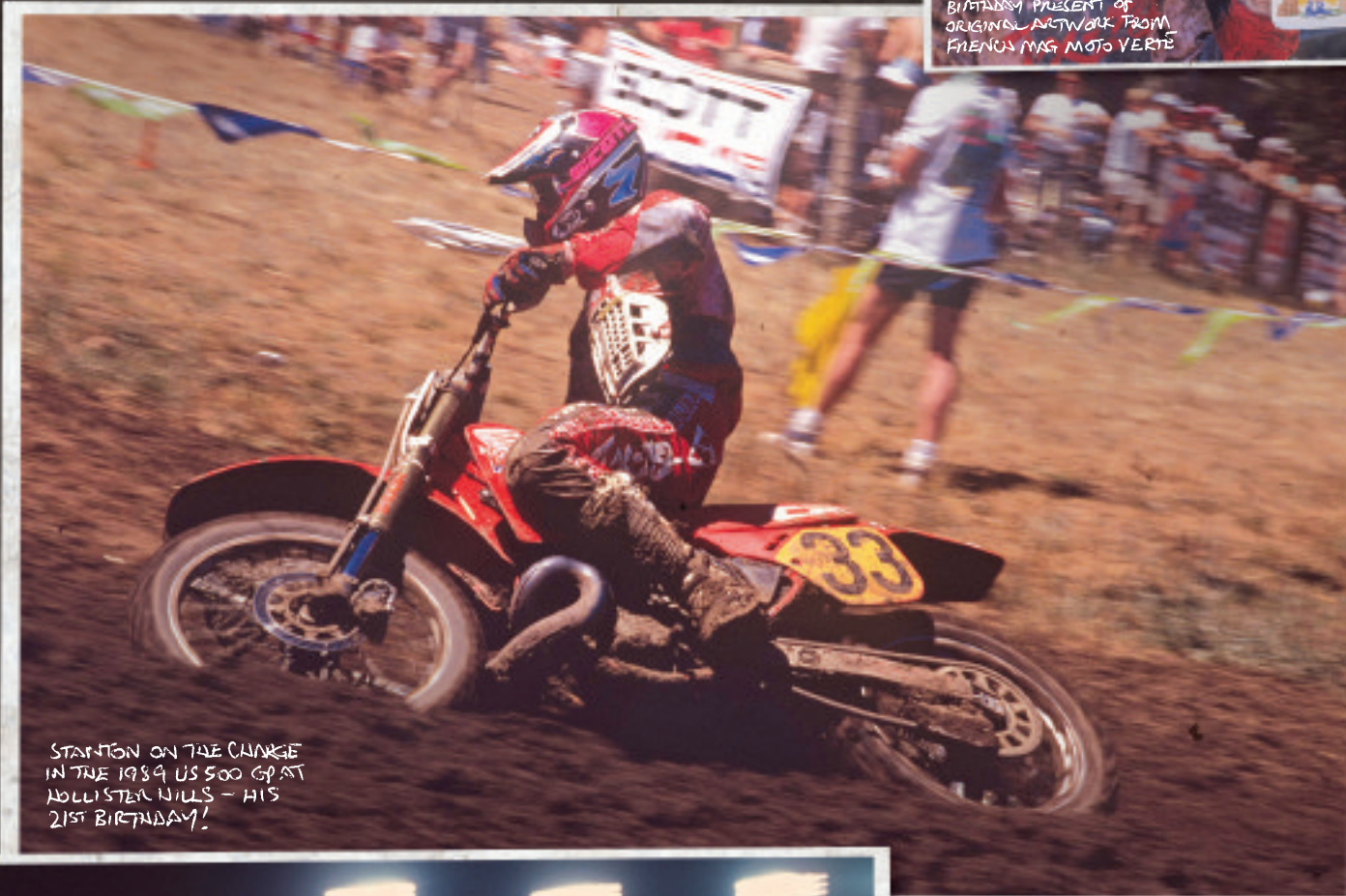
boy, KTM's Kees van der Ven – the veteran Dutchman also celebrating his 32nd anniversary beneath California's clear blue skies. Stanton picked himself back up and rampaged through the pack scything past the likes of Kurt Nicoll, Jobe, van der Ven and a blistered Thorpe who fought off a furious Nicoll to finish eighth. Geboers came under sustained pressure from Leisk until the Australian wilted in the heat and was snapped up by the relentlessly charging Stanton who finished a remarkable third only 10 seconds behind Geboers.

The track was so heavily watered between races that some areas became quagmires for race two. Early incidents felled van der Ven, Vimond and Dutch GP winner Dirk Geukens. Thorpe barely lasted until half distance in the suffocating 100 degree heat while Geboers ran third after hunting down and passing Leisk.

Billy Liles led a Kawasaki one-two from Lechien, chased by Stanton for the first 15 minutes. Then as Lechien pounced and pulled

AM I SUPPOSED TO ENJOY THIS? STANTON RECEIVES 21ST BIRTHDAY CAKE PLUS GAGS FROM BIG MAN BEVO FORTE!

COY STANTON WITH 21ST BIRTHDAY PRESENT OF ORIGINAL ARTWORK FROM FRIENDS MAG MOTO VERTE



STANTON ON THE CHARGE IN THE 1989 US 500 GP AT HOLLISTER MILLS - HIS 21ST BIRTHDAY!



STANTON STAMPS HIS AUTHORITY ON THE LA COLISEUM, JUNE 10th '89: THE NEW AMA 500 CHAMP

away, Stanton suffered a sudden engine seizure. Jeff strode back through a cheering throng of fans with no wave, no acknowledgment of their appreciation but no tantrums either – just a tacit acceptance of what had happened. His team manager Roger DeCoster was not quite so philosophical. "This morning, the Japanese from HRC made us fit special new radiators," he fumed. "That's what screwed us up. The bike lost all its water..."

Not quite the 21st birthday present Stanton was looking for. Jeff Ward then beat him to that elusive 500cc AMA crown but the Michigan Iron Man bounced back with a dazzling domination of the Motocross des Nations at Gaildorf on his 250 leading Ward (500 Kawasaki) and Mike Kiedrowski (125 Honda) to a momentous win in his US team debut. Stanton will be back in Europe for the Vets MX des Nations at Farleigh Castle in September alongside old foes Lechien and Ward so we'll catch up with the Kawasaki duo next month!

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In the GPs we've seen time and time again how important oil is to a motocross bike's engine – run that bad boy dry and you're gonna end up with a selection of smashed up engine pieces sat in the bottom of your crankcases and more annoyingly a DNF on your scorecard – as Tommy Searle found out in Latvia. And it's not just a lack of oil that can have catastrophic consequences – run dirty and contaminated lubricants or even the wrong grade of oil and your engine's gonna tear itself to pieces and get slower and slower in the process. Either way it's an expensive outcome.

So what's the answer? Plenty of oil changes and lots of diligence – you need to check that level between motos and always keep an eye out for leaks and issues. Dave Thorpe's old man Keith – one of the most respected spanner-spinners in the history of our sport – once told me that he'd always look over the bike before he washed it as that's a great way spotting any leaking fluids before you clean the traces away.

Oil doesn't just escape through cracked cases and blown gaskets or seals though and some engines will just burn it like crazy – normally that's due to damaged valve guides, worn piston rings or a fecked bore, so even if you're sure none has leaked out you still need

to check that level regularly.

The best time to drop your oil is when the engine is piping hot – that's when the oil is at its thinnest. Provided the bike's not completely covered in mud I like to dump the lube straight after a riding session but if that's not possible at least warm the motor up before considering loosening off that drain plug.

I often get asked what the best oil is and that's one of the trickiest questions there is to answer. I'd say the best oil is the oil you can afford to change regularly but if money is no object then go for Motul 300V – that's the lubricant most top teams use even if they're sponsored by other brands and have to buy it in secretly. True story. There are loads of reputable brands out there though and if you stick to one of these you can't go too far wrong.

Regular filter changes are equally as important and with oil filters costing as little as three quid you can't really afford not to. It seems like a dumb statement to make but never fit an oil filter the wrong way around – I've seen it happen and it's not pretty as bearings run dry then screech to a stop even though the engine's apparently full of oil. Weird. If you're not sure about something consult your owner's manual and like always, have a nice day.

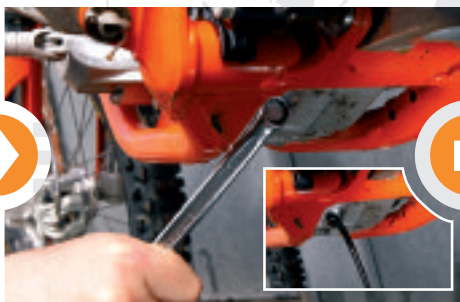
ANALLUBE!

**FOR THE SAKE OF PERFORMANCE AND THE LONGEVITY
OF YOUR BIKE IT'S TIME TO GET SUPER UPTIGHT
ABOUT OIL CHANGES...**

Words and photos by **SUTTY**



01 If your bike uses the same oil in the gearbox and engine pull in the clutch lever and cable tie it to the handlebar – this allows any oil that's between the clutch plates to escape more easily.



02 Loosen the oil filler cap, place a suitable container underneath the engine and then remove the oil drain plug. The oil will now flow out – most likely all over your hand so be careful because it's hot! Pro mechanics who handle used oil regularly wear surgical gloves as it's carcinogenic.



03 While you're letting the oil drain, remove and clean the oil screen – on this KTM it's just behind the gear lever. Visually check the condition of the gauze and o-rings, then clean and refit it before replacing and tightening the plug to the correct torque. Check your service manual to find out what that should be.



04 Replace the drain plug – again it's important to tighten it to the correct torque because the last thing you need to be doing is stripping the threads out of the casing by over tightening it or having the plug drop out while you're riding because you didn't tighten it enough.



05 Remove the oil filter cover, o-ring and oil filter. You might need to use some long nose or circlip pliers to help ease the filter out. Clean the filter housing then lie the bike on its side so the filter housing is facing up.



06 Measure out 300ml of fresh oil in a jug then soak the new oil filter in that oil. Pour some into the filter housing so it's about one third full. Fit the oil soaked filter then refit the cover and o-ring. Tighten the cover bolts up to the required torque and then pick the bike upright again.



07 Now put the remaining oil from the jug into the engine through the filler. When that's in you'll have 300ml in there. Check your manual to see how much your motor should take and add the rest – so if it's 1.1 litres you need to add another 800ml. Now refit the filler cap making sure the o-ring is on there.



08 Start the bike and run it for a minute or so to check that there's no oil leaking out from the areas you've been working on – or anywhere else come to think of it. The longer you let it run the more time the oil has to circulate so don't be shy – your momma wasn't...



09 Kill the engine and let the bike stand upright long enough for you to make a brew. Now check the oil level. Every bike is different so check your manual as to what the right height in the window or on the dipstick should be. Cut free the cable tie that's holding in your clutch lever and you are done! Good work team!

LEGACY

LAMPKIN'S

LEGEND IN HIS OWN LIFETIME DOUGIE LAMPKIN'S RETIREMENT FROM THE TRIAL WORLD CHAMPIONSHIP AFTER 19 YEARS AT THE TOP LEVEL LEAVES US WITH A FEW QUESTIONS – WHAT HAPPENED? HOW GOOD WAS IT REALLY? WHAT NEXT?

Words and photos by **G2F Media**

His stats add-up like a butty run to a Silsden bakery and since making his world trials debut in April 1993 Dougie Lampkin has contested a record 257 GPs and recorded 99 GP wins, 170 rostrum finishes and amassed 3944 championship points. The impressive stats make him the most victorious and successful, if not the most mathematically challenging rider ever to be a part of the FIM Trial World Championship.

Legend has it that Dougie was always destined to be a legend – and few could really argue that he befits the title 'Legend'. Born into perhaps one of the world's most famous motorcycling families, his father Martin Lampkin was the first ever FIM Trial World Champion when the series was elevated from European status in 1975. His uncle Arthur was a household name to many in the '60s thanks to Saturday afternoon slots of televised scrambling, his other uncle Alan (known as Sid, Martin's brother)

and cousin John (Arthur's son) were both successful national and international trials riders – it's not a bad coaching staff. Consequently, with his brother and his younger cousins all riding trials bikes (and taking over half of Silsden) plus cousin John's UK importership of Beta you could say the cards were marked in Doug's favour. Some 22 years later Dougie was emulating his father by becoming Britain's second and only other world champion, and second youngest ever GP victor.

From the mid-'90s through to the early part of the next decade Dougie totally dominated the world championship in a way like Valentino Rossi in MotoGP or Tony Cairoli in MX1 can only dream of. With no other rider having previously won more than three titles in a row, Dougie muscled seven championships on the bounce. From his first world title at the age of 21 at Nepomuk, Czech Republic on Sunday August 31 in 1997 to his final outdoor championship on Sunday September 13 2003 at La Cabrera,

Spain Dougie matched Jordi Tarres' tally of seven outdoor titles. The broad-shouldered Yorkshireman's last GP win in La Chatre, France was on Saturday June 25 2006.

Over a similar period as his outdoor reign Dougie also won five successive indoor world titles, a feat only recently overtaken by current champion Toni Bou. Lampkin clinched his first indoor crown at Monte Carlo the same year he won his first outdoor one. This was a theme that was to repeat itself over the next four seasons as Dougie became almost invincible at the top of his sport indoors and outdoors.

Now very much a part of the Gas Gas factory effort both in a supporting management role and development rider, Dougie's job these days is to help the next generation of riders. That and compete in the odd Scottish Six Days Trial, Scott Trial, FIM Super Enduro Championship round and selected extreme enduro events like Hell's Gate and the Erzbergrodeo. >>



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Lampkin is enjoying life now that the self-imposed pressure is off his shoulders



Hell's Gate 2012. Dougie has helped spearhead the trialsization of extreme enduros

© Olaf Pignataro/Red Bull Content Pool

DBR: It's been a long career, after so many years what has finally made you decide to retire from the world championship?

DL: "I have always enjoyed riding my bike and still do. As the winning became less I adapted to riding for enjoyment but still with a reasonable level. Now the time has come that I'm not comfortable with my level for the world championship and so the enjoyment has gone. It's the same as what happened when I stopped riding the indoor trial world championship for the same reasons some years ago."

DBR: Now that you have made this important decision how do you feel about the future?

DL: "I will really miss the feeling on the morning before the event, preparing myself and getting in the right frame of mind to deal with the trial and the pressure. However I now have a new challenge with my role at Gas Gas. I'm still involved with the trials and now my job is to help the other riders to achieve their goals."

DBR: What do you remember about making your GP debut at Warken in Luxembourg way back in 1993?

DL: "All I remember was I was way out of my league and I lost over 100 marks and Marc Colomer won on just 16! My cousin John was minding for me, trying to give me confidence, but I knew I had a lot to learn to achieve my goal to be the best one day."

DBR: Did you feel some extra pressure when you made your debut with your father Martin having been the first ever FIM Trial World Champion back in 1975?

DL: "My family name carries some pressure with it and for sure some expectation from the press and the public. I think that the advantage I had from the family's experience

far out-weighed the pressure from the Lampkin name though."

DBR: Your progress in the championship was impressive, with you taking your first trial GP win at your home round the following year. Can you describe how that felt?

DL: "My first GP win was a little unexpected, but I just had one of those days where I could do nothing wrong. I fived the last section and thought I had blown it, luckily I hadn't. It was a very special feeling and one that has stayed with me through my career."

DBR: After finishing second to Marc Colomer in 1996 is that when you really believed that you could become world champion?

DL: "I had led the championship briefly for a week in the middle of that 1996 season but to be honest I didn't work hard enough to be number one that year. So the following year I made sure I pushed much harder for the title and to achieve my goal."

DBR: Tell us about that day when you clinched your first ever world championship in the Czech Republic at the end of August 1997?

DL: "I was cruising in the championship and had a good lead so I knew that I could take the title at the penultimate round if I won so I went for it. I remember my Dad saying to John a few sections from the end of the trial 'I think we've bloody done it John!'. We did and the feeling of fulfilling a dream was finally a reality."

DBR: Having reached your goal, did you approach the following season any differently?

DL: "I pushed as hard as possible to defend my title as I knew then that there is only one way to go from number one and that's down so I stepped up my game."

>>



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Maximum effort in trial GPs and the Erzbergrodeo





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DBR: Did you feel any extra pressure during 1998 defending your title and how did your second championship win compare to your first?

DL: "The only pressure was from myself as my goals had changed and I was eager to be the best again. The feeling of achievement was for sure great again, but not the same as taking the first title."

DBR: How did you maintain your motivation and winning spirit over the following seasons?

DL: "My goals continued to change the more success I had as I was never satisfied unless I won and I guess I became greedy as well."

DBR: It must have been yet another special moment when you won your record-equalling seventh world championship in Spain in September 2003?

DL: "Fuji was starting to push me and I was giving 100 per cent. It went to the last round but there was no way I was losing it. I started the final trial well and put him under pressure, he cracked so it was mine and I had equalled Jordi Tarres' number of titles which was fantastic."

DBR: How did it feel when your championship winning run came to an end in 2004?

DL: "Thinking back now 2003 took a lot out of me and on the other hand it really hurt Fuji. So I think that a combination of the two brought my run to an end. There was a month break before the last round in '04 so I was prepared as he had a healthy lead – it was no real shock but afterwards it took a long time for me to realise that someone was now better than me."

DBR: Your last trial GP victory was in France in 2006 are you frustrated to finish your world championship career stuck one short of a century on 99 wins?

DL: "As I said before my goals always changed each time I achieved something new so if I won 100 I would only want it to be 101! It's just another number or statistic on my CV if you like and the truth is I am well-chuffed with all of them, so I have no feeling of frustration."

DBR: Which were your three favourite trial GP wins and why?

DL: "All my wins are favourites as the enjoyment that came from each success just grew more and more. However looking back my two special memories are my first GP win in 1994 at my home round and my last ever trial GP in Scotland that my Dad organised."

DBR: When you look back on your incredible career, is there anything you wish you could have changed?

DL: "Nothing, you only get out what you put in and I put in everything I had and achieved more than I could have ever dreamed for."

DBR: Your move to Montesa was initially successful but when engine supplier Honda switched to the four-stroke motor it clearly wasn't up to the job. Was that a good or a bad move in hindsight? How hard were those initial times on the four-stroke at places like Sheffield Arena where you seemed to be held back by the bike in front of the loyal home crowd?

DL: "My move to Montesa was a big step but my success did continue for some time. I had just lost the world title in 2003 and then in 2004 we moved to the all new four-stroke bike. The first test was planned in Spain. Fujinami and I attended and the bike was terrible with no power, a bad clutch and it really needed a lot of work but we just didn't have the time before the start of the season. We arrived at Sheffield with a brave face but in reality we were making up the numbers. We worked non-stop for six months and made so much progress it was unbelievable so I loved the opportunity to work with HRC on that project."

DBR: The extreme and indoor enduros are still working out okay aren't they? You clearly haven't retired completely but how different is your approach these days?

DL: "The extreme and indoor enduros started as bit of fun as the Beta factory didn't have anyone to ride them and also Red Bull were interested in supporting my new challenge >>

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so I had a go with some success and I really enjoyed riding something different. The indoor events have changed though – as have some of the extreme races – and are really fast now and not like before. I don't train at all for these events as I don't have the time but I still enjoy the challenge of them."

DBR: Graham Jarvis has always been a great rival and still is. You've always competed against each other since schoolboy trials right up until now at the extreme events. Does it still motivate you to know he's competing at an event too?

DL: "I've always had many rivals and Graham Jarvis is on the list! He is riding really well in his new sport of enduro due to all the effort that he's put in over the last three years and now he is reaping the reward."

DBR: Did you ever train much off the bike or was it always riding? How about now, are you knocking back pints of Tetleys like your Dad?

DL: "I have done plenty of training in my career when I was younger for sure – more than the others at that time. I have never really been a big drinker but I have started to practice a little bit now!"

DBR: How important has your father's role been during your career?

DL: "His influence has been enormous and put me on the right track from the beginning with my training and preparation and with dealing with the pressure. So it's hard to say how it would have been without him but it would have been much harder for sure."

DBR: Who are the people you would like most to thank for helping you achieve what you have done so far?

DL: "From a personal side the whole Lampkin family for their support and advice on life and sport, especially to my Mum and Dad for their sacrifices throughout my journey. Also to my brother for his support."

"Most importantly my wife Nicola for making it all worthwhile with our perfect family ready for the next chapter of our lives."

"From a sporting side, if I was starting again, I would be on the phone to get my Dad and James for minders and Jake Miller for my manager – I had the best there was."

"The list is long as so many people, sponsors, manufacturers made it all possible for which I'm forever in their debt. Amongst these I would like to give a special mention to both Alpinestars and Red Bull as they have shown great loyalty and given me some unique opportunities along the way."

DBR: Are there things you still wish to achieve in the future?

DL: "I think that I have had my fair share of achievements, but I'm always pushing for something more whatever it is in life and sport so I'll keep pushing in one way or another."

DBR: Will we see your two sons Alfie and Fraiser competing in the world trials championship in the future?

DL: "It's up to them, they enjoy their bikes, tennis and swimming a lot so time will tell. If bikes are something they want I'll try to help them as much as I can, the same as it was for me all those years ago."

DBR: In terms of a legacy – how would you like your achievements in so many competitions to be remembered?

DL: "Just to be up there with the greats is good enough for me. I was the best of my time by far and I loved every minute of it."



Early days were terrible on the HRC engined Montesa but things improved dramatically



BOXFRESH!

OR IT WILL BE WHEN ROB PUTS PS3'S GRUMBLING GEARS BACK TOGETHER AGAIN...

Words by Rob Bayman Photos by Andrew Walch

Back in December I reported that PS3 had a healthy gearbox, although I also made reference to the grumblings of the faster riding community who warned me of its inherently weak third gear. It was Pete Mathia who first warned me of the failings of third and how spooky that I had swapped bikes with Math for practice – keen for his opinion – when the gearbox should fail!

Don't raise any conclusions here because although Math is superfast he's as gentle as a lamb on the bikes he rides. I handed his borrowed Maico back to him and set off on PS3 to see for myself, even though I don't know why as the gearbox was unlikely to heal and suddenly work again. It was exactly as he told me with second and third gears jumping in and out of mesh.

The riding sensation was similar to that when a chain slips round a completely worn out sprocket – split moments of interrupted momentum followed by unearthly metallic grinding. In first and fourth gear the bike would drive perfectly. The oil was spotless when drained and had nothing more than a few microscopic fragments present and there was nothing visibly wrong with the selector mechanism.

Once the engine was split it was easy to see where the issue lay. I knew it was the second and third gears but from memory I was uncertain how they all meshed. Snapper Andrew's highly trained aircraft engineer's eyes found both second and third are free floating gears on the output shaft and are locked into position by thrust washers and circlips. That means they run in constant mesh with the

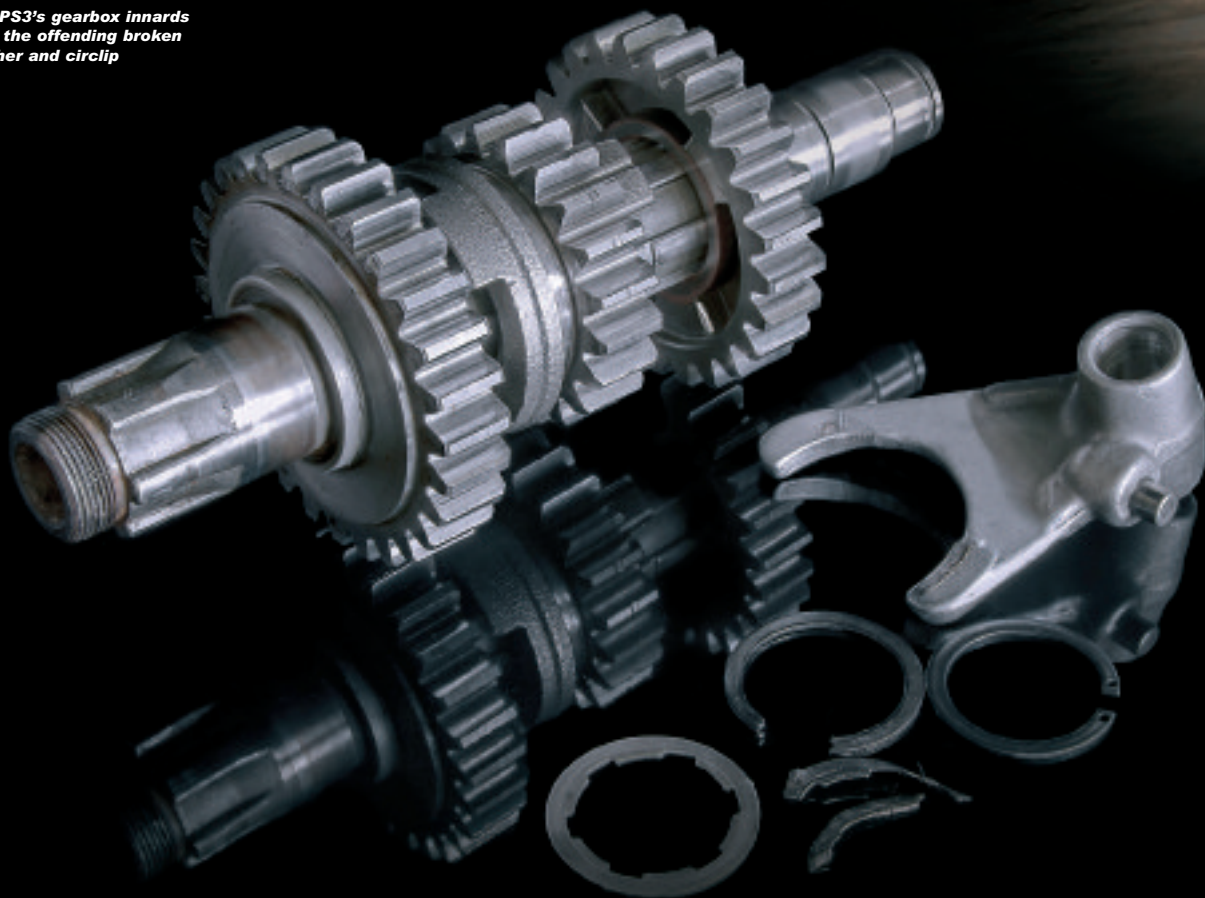
output shaft perpetually spinning within them – only driving when fifth interlocks with one or the other.

The main gearbox image (below) shows three gears and from left to right; second, fifth and third. Fifth has castellated side walls known as dogs where second and third have female slots to engage with the dogs as fifth gear slides up or down the output shaft. Fifth gear can lock into position on second gear to drive the bike, sit in the middle where it is in the fifth gear position or slide to the right to select third gear – other corresponding movements in the gearbox will slide on the similar clutch shaft to mesh and either take drive or allow the gear to spin at a different speed to the shaft.

As space is tight precise movement is essential to fully interlock a gear while preventing the cluster running two gears at a time. The broken washer and circlip with mangled ends in the photograph are the failing parts – but cost no more than £10. The issue starts when slop in the mechanism allows moving parts to collide at different speeds or the dogs try to disengage. A damaged selector fork also needs full investigation but if the sharp edges of the male and female dogs have not become rounded we may just be lucky. Only time will tell...

Will it be hard to repair? Only when you can't find those obsolete items. When you have the right friends it's amazing what they find in the back of their garages. Dave Ellis' box of Yamaha gearbox parts is priceless. Some parts are already tagged and others random but they're all Yamaha whether it be 465, 490 or 250. My next job is sort out what he has and haggle a price for the bits I need...

The PS3's gearbox innards with the offending broken washer and circlip





PS3 throws a gearbox mardy and ruins Rob's grand weekend plans

GUEST TEST!

WHEN THE GOING GETS TOUGH THE TOUGH GET BLAGGING...

We had a great plan to ride a two-day round of the National Twinshock series but it seemed doomed from the start by continual rain. This adverse weather was threatening just about every race in the UK but we knew that Darren Hudson and his ultra-brave Cumbria Twinshock crew would do everything possible to run the event.

Just two hours before departure my co-host Andrew was wiped from the equation with a domestic emergency and a van malfunction. Our plan to have several guest riders present their opinion on PS3 for the penultimate episode meant I simply had to try to run everything to plan, even though all the signs said abandon ship.

My brother Tony had dropped his race support vehicle at the track for our weekend's accommodation and light refreshment, PS3 now stranded, was semi dismantled and squeezed on to the back seat of my car for the 200 mile trip. If the event was running, I had an obligation to meet and with deadlines looming failure was simply not an option.

First lap of practice was a nightmare and the previously bulletproof PS3 sh*t itself and the test was doomed. 30-year-old bikes can occasionally suffer fatigue plus the 465 five-speed gearbox was reputed to be suspect in design anyway, particularly when extra power is made. Fellow teamster Maico Phil offered his spare 490 girder but it was to be one of our sponsors Neil Jones of Jones Restoration Services who came to our rescue.

Neil was delivering a bike he had built for the Holland family. Strangers to me, I thought it inappropriate to ask such a favour, yet Neil, feeling certain they would oblige slipped away and asked.

Having now connected with the Hollands I see why Neil thought it would not be a problem. What a great family, Andy Holland, his wife, son's and daughter (and his own dad for that matter) are about as social as a family could be and deservedly will likely soon appear independently.

The bike we rode was a fusion of Honda 250 Red Rocket power and a modified Maico Chassis. The motor was a 1979 CR250 Red Rocket bottom-end with a 1980 CR250 centre port top-end with a modified DG pipe cut and spliced to run down the left side of the bike. The tailpipe was handmade especially to complete the system.

The chassis meanwhile was 1982 Maico with an '81 rear end running Ohlins piggyback shocks and '81 geometry. The wheels were Maico hubs laced to SM Pro Platinum rims with stainless spokes. A general helping of Jones Restoration Services parts make a bike that looks and performs like it was factory produced. What of the riding experience? Suttly and myself were the test pilots for the day...

BAYMAN'S BIT!

The bike sounded zingy with rapid throttle response throughout the whole range when not under load which suggested lean jetting. CR fixed position timing insists the advance was going to be in the ballpark rather than my other initial thought about advanced timing which could give that same response.

My first propelled ride was to the start line for race one sensibly and at slow walking pace but enough to feel the motor was lively and that the brakes worked. I had total faith in Neil's >>



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preparation so didn't need to check anything. The gate dropped and away we went rapidly through second, third and fourth gears before the first corner and off I went with only two riders behind me.

Favouring the big capacity motors I wasn't comfortable wringing the bike's neck and short-shifted way too frequently as the motor laboured gutlessly up the short yet steep inclines, down a cog and she was back on the pipe but immediately ready for another gear. Mercilessly I had to learn to let the CR250 hang on to its revs.

The superfast over-50s class were smoking me like a kipper as I floundered embarrassingly. With respect I'd not challenged the leader board even on the open class Yamaha all year so I continued to battle in the lower ranks to scavenge any points I could add to my tally.

Here was the surprise, the Jones special would do a U-turn at 50mph down a back alley with one hand in your pocket without so much as a wobble – this bike handles like a dream. The track following practice was a mix of slightly moist pockets, choppy straights and long ruts with plenty of short, steep hills. Given the weather leading up to the weekend the track was probably as close to perfect as it could be without a puddle in sight beyond a couple on the start straight.

This bike was well suited to the circuit and I was starting to trust and love the ride. Charging through lengthy fast ruts was as easy as riding on rails, the level parts of the circuit were easily within the motor's reach and it was just my diet of beer, chips and fags plus the weight of my lardy arse sapping all the power on the hills holding both me and the bike back!

For pre-power valve power, where the low to mid-range power is not compensated by a variable exhaust port height, this bike is an outstanding little gem. For my second and third races we added a tooth to the front sprocket to make the motor run longer in the lower gears and the bike transformed into an outstanding 250 twinshock, likely turning far better than the original Red Rocket could with suspension better suited to absorbing everything the track asked of it.

This is a super little bike and I give it a Rob Bayman 'Gold Star' approved rating in the 250 twinshock category – in return it gave me four championship points!

SUTTY'S SAY!

I only started riding in 1989 so fortunately missed out on air-cooled engines, twinshock suspension and drum brakes. Basically it's fair to say that I've been spoilt and that's because I haven't really known what it's like to ride a bike with limitations – until now.

Having completely missed practice due to PS3's gearbox throwing a mardy I lined up for my first moto on Neil's CR250 more or less completely blind – blind to the track (although I've raced there many times before) and also blind to the ways of riding a twinshock.

When the gate dropped I found the power to be totally underwhelming but like Rob soon became a fan of the handling – this Maico-framed Honda could certainly turn. In fact I honestly believe it turns as well as any modern bike and would like to try it head-to-head with the 350 KTM we've had on long-term loan. Of course, my judgement might have been blurred by the speed at which I was hitting the corners as it's obviously much easier to change direction if you're moving quite slowly.

Unlike Rob I wasn't too worried about revving the motor hard and it was pretty much a necessity to get up the short, sharp hills without losing position. That's not a dig at this bike's performance by the way because everyone around me was doing the same – making plenty of noise but not moving particularly quickly. For a medium-sized bike with a big, old bloke onboard the Red Rocket motor was working a treat although I reckon more ponies can be coaxed out yet.

The one thing I had been worried about more than anything pre-voyage was the brakes – or lack of 'em! They actually faired much better than I ever imagined and I even managed a mid-corner emergency stoppie as the rider in front squared off in front of me.

Without much to compare it to it's hard for me to authoritatively give this bike a proper test so I guess the only two answers that are worth owt are the ones to the following two questions... Did I enjoy riding it? Yes. Would I like to race it again? Yes. Thanks to Neil for building a badass bike and saving my day...



Bayman giving the Maico/Honda hybrid some championship points or was it the other way around?



Only GP stars throw their goggles away



Neil Jones built this Honda 250 Red Rocket/Maico fusion

AT HOME WITH JEREMY McGRATH

**THE WINNINGEST RIDER IN SUPERCROSS HISTORY
THROWS HIS DOORS WIDE OPEN AND SHARES
A TALE OR TWO ABOUT HIS LENGTHY
CAREER AND LIFE THEREAFTER...**

Words by Adam Wheeler Photos by Ray Archer

Jeremy McGrath meets us at the gate of his impressive hilltop home inside a private community in Encinitas – a short distance from Carlsbad in Southern California. Unusually it's raining but the greatest supercross racer in the history of the sport is in a cheerful mood. Over the next four hours MC is the perfect host as we chat about kids, family, peanut butter and even Valentino Rossi – McGrath is a big fan and occasionally corresponds with the MotoGP legend – while being shown around a massive garage of toys and a corridor of trophies and memorabilia.

Jeremy is quite simply the perfect host. Polite, obliging and engaging the 40 year old is the exact opposite of the sporting legend stereotype – no clock-watching, PR-shadowing or preoccupation with his portrayal through statements or images. As Ray sets up a few spots for the pictures we tend to spend as much time talking about our children as we do discussing racing and his career.

With wife Kim and two young daughters Rhowan and Bergen buzzing around there's a clear division in McGrath's life. For a man so closely connected with motorcycling and motorsports – and he's still going strong thanks to off-road truck racing projects, a testing role for Honda and high profile outings for magazines and sponsors (his affiliation with Monster Energy provides a licence to indulge any adrenaline-filled whims the Californian still feels that he has to expel) – there is an understandable boundary.

As we walk through the garage with bicycles, CRFs, road racing bikes and jet-skis, past the gym area, up to a den and then enter a victory passage linking this section of the MTV Cribs home to a grandiose but relatively normal living space McGrath explains that he doesn't want any of that "moto shit" in the rest of the house. The two distinct separations of the property suitably symbolise the man – a multi-talented, versatile and passionate rider who had the world at his tyres and a well-raised individual with a strong set of values that

translate into a fierce family man and extremely proud father.

It's possible to gather this impression simply through a morning with Jeremy McGrath. He is a confident free-talker and the degree of accessibility goes against the grain of what you'd expect from a figure that is so revered and so elevated in his profession as the countless posters, pictures, shirts, trophies, DVDs, books, video games and trinkets that line the business side of the house reveal.

McGrath is influential, successful and still a beacon for a sport in which he dominated for almost a decade. His achievements and the ways in which he was able to turn himself into a 'brand' could fill several pages of DBR but he tells his own story...

DBR: You were back in the supercross mix again this year with your own team. How did that come about?

JM: "I never imaged myself having my own team again. I did that for four years and when I retired I thought 'too much to do and too many overheads' so I stopped. 10 years later and here I am again. It came about because Larry Brooks is a really good friend of mine and he had a situation with the L&M team where it was taken from under him.

"We were talking and talking and the stars lined up at the right time. Before I was a rider, owner and operator but in this instance my role means using the contacts and the good relationships I have. One of those is with Honda and that is key. Larry and I are half and half on this but he is the day-to-day guy and is very organised. He is running the team. I want to be the face of the team, do the meet-and-greets and speak to all the people I've met through the years."

DBR: After the experience in managing your own set-up when you were racing what did you think when Chad Reed went on a limb with TwoTwo?

JM: "I was hugely sceptical when he first did it."

>>



*A proud man and proud father.
McGrath has plenty to look
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DBR: Really?

JM: "Yeah because he went about it totally on his own. It was a situation that was tough and he did a great job. He will reap the rewards at a later date but he had to get in the trenches to start it."

DBR: You keep very visible with the rallying, cars and the Monster Energy involvement...

JM: "I'm super appreciative and thankful to be involved with a company like Monster because they're one of the few companies that can appreciate the position of someone like myself. I'm not on the track that much any more but Monster have been great. The owners are my friends and I've known them since they were Hansen's. I value the relationship and we get to do a lot of fun projects."

DBR: It seems to be more of a gig in which you just wear the hat and pick up a cheque...

JM: "That's the scenario. As riders we can say to them 'hey, let's go out and do this' and they say 'yeah, let's go for it!' So you can get this big wheel rolling behind you. They have allowed me to do some experiences that I would have never done on my own. They got involved when I spent a summer racing stock cars with Dale [Earnhardt] Jr for fun and they made that doable."

"What's cool is that they're about the Jeremy McGrath brand. If I want to go skiing, surfing or whatever it is, they back the projects we like to do as athletes. Monster is a lifestyle brand that is multidimensional and that's great for a guy like me who likes to do a lot of different things."

DBR: At this stage of your life with the young family, fun projects and all are you not tempted to say 'sod the racing, let's go to the beach'?

JM: "Ha! The week before Anaheim 1 I was thinking just that. I was 'how can I run away from this life that I have?'. I'm not very highly-strung and if something happens then I'll try to blow it off. I try to do the best I can when it comes to taking care of my responsibilities and my family comes first of course. Fortunately I don't have to work 9-to-5 and I can spend a lot of time with my kids and my wife – we have a great life even if it is busy."

"Sometimes I think back and realise that being a rider was much easier. If anyone calls you just say 'no, I gotta train, I gotta race, I gotta train' but it's very cool to learn about the other side of it – the marketing world, the social media world and how

important that is.

"I've just turned 40 and at a certain point I know I will have to draw a line and say 'okay, all the fun projects are done'. The girls are getting older and there will be less time to travel and do things with them. In 10 years time I'll be 50 and that line will have to be drawn. I feel young and healthy and there is still a lot of work to be done. If I can work then why not?"

DBR: When you started out racing the goal must have been to reach a professional status but as the success built up was it about 'building the empire'?

JM: "I never started out racing because of the spoils and unfortunately you see some of that these days. You see some kids that are born and bred to make some money for their parents. I didn't choose this career because of money. It was about nothing more than passion. Maybe it is easy for me to say but all this stuff and the material things that have come through my life are just a bonus. It was something I never imagined to have."

"First and foremost I wanted to be a great motocross racer and my dream was to race supercross – let alone win races. I just wanted to get there. As it turned out it was way more amazing than I ever imagined. If all this stuff went away then that's fine with me. It is more important that I hang out with my kids. The best part of it all is that I don't have to work every day. I came from nothing and my parents didn't have a lot of money and I think that's why all these things are not a must for me."

"When I was starting as a professional dirt bike racer I was also working at a supermarket bagging groceries. It bothers me that some people in the sport can be uptight or stuffy sometimes. These kids are making a lot of money and at the end of the day what do you really have? Just your relationships, friends, family and the people who love you."

DBR: At the peak of all your success how did you deal with all the pressure and attention? Do you look back now and think 'I did okay'?

JM: "I think I did a pretty good job! Fortunately I'm quite mellow and I was able to deal with a lot without getting too emotional. I think I had pretty good balance in terms of how much I wanted to put into it and how much I wanted to play. Today it seems like the riders are computers – they do one thing and nothing else."

"I was trying to live my life as a kid and be a >>

GUEST QUESTION

LEX FROM SUPERCROSS.COM STEPS UP...

While DBR was preparing for this interview we asked one or two people in the press for a good question to ask Jeremy and legendary Lex Valasakos from **supercross.com** said I needed to ask about his role as a father. It's clearly something that's really important to him...

"First of all having a family is a pretty big accomplishment for me," says McGrath. "I got married to Kim when I was 30 years old even though I didn't meet her until I was 28. I'd had plenty of time to get everything out of my system and it was important to do that."

"Having kids was fantastic. Having the time to be with them every day, take them to school everyday, pick them up and hang out with them is something that so many people in this world cannot do. I take pride in trying to be the best parent I can be."

"My parents mean everything to me and I believe it is important to be there, first-hand to raise your kids. There are so many things going on these days that you have to be so actively involved or I believe they can go sideways on you! The age of kids acting like adults has really come down it seems. To me being a father is super-important. More important than anything I have."



"What d'ya mean I live in an MTV Cribs house?"

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STAR POWER

MCGRATH ON MEETING OTHER SPORTING LEGENDS...

"I've been lucky to meet a lot of people and the biggest sports star for me was Michael Jordan and also Shaquille O'Neal. We went to see a game and then headed around the back afterwards to say 'hello' and before I could say anything he goes 'hey Jeremy, what's up' and I was like 'woah! Shaquille O'Neal knows who I am'. The experience of that was funny and great and I'm still getting some of that today because I am such a big fan of sports.

"I type back and forth with Jimmy Johnson [NASCAR star] on my phone and I'm a huge fan and when I look at the screen on the phone and see his name I think of him as a five time champion and I cannot believe I'm talking with Jimmy Johnson. It's the same with Valentino Rossi. I'm a huge MotoGP nut. Rossi is my favourite and I love Nicky Hayden of course too and when I go to MotoGP and they're like 'woah McGrath'...I'm as amazed to meet them as they are to me and it's really cool. Some people you meet are just sports fans and their reactions are funny. I'm still amazed when I get to meet people I'm a fan of. It is a neat feeling."



Big sports fan Jeremy plays text tennis with MotoGP and NASCAR stars



professional at the same time and you miss out on a lot by being so dedicated. As we sit right here I'm glad that I did all that stuff and at the same time I tried to have that balance of rewarding myself a little bit or just being a kid dealing with the pressures of being a pro athlete.

"I never had a problem with the depth of my commitment. It took me a few years when I was starting out to get the commitment going because I wasn't that good as an outdoor rider. I was content winning supercross and didn't give a crap about the outdoors. It took a lot for me to figure out how to learn to win those motocross races and how much I had to work.

"The supercross stuff came so easy and felt so natural. It took a few seasons for me to get the other side sorted and when people tell me I cannot do something then it really motivates me and that would be the same for anybody. I got enough crap over time with people saying 'he's not going to be one of the greats because he can't win outdoors' so that's when I committed to it to prove them wrong."

DBR: How do you feel about your legacy?

JM: "To me it sounds funny to think of myself as some kind of legend and there is that talk all the time because I'm older and making appearances and with the TV you hear that sort of thing a bit

more. But I'm not the sort of guy who comes up and says 'hey man, I'm Jeremy McGrath the supercross star'. It is just weird to me and I guess it's a product of how I was raised and grew up."

DBR: Is there a race that sticks out for you not because it was a title decider or a cool win but because it showed something about your character and your talent?

JM: "I think the year 1997 always sticks out for me because it was the year I rode Suzukis. It was a character-building year because I had to deal with a lot of adversity when it came to the bike and the whole situation. To be able to rebound from that and be able to win three more titles afterwards – I think it says a lot.

"I could have folded and a lot of people do when that tough situation happens to them but I persevered and worked hard to make sure I didn't just crawl into a hole and go away. Dealing with the comeback from the disaster in '97 was a big one – it was still second place but a disaster considering the standards I was setting for myself at the time."

DBR: Was there a moment in your career where you feel you maybe should have chosen a different path?

JM: "Even though '97 was tough it was still the right decision. What had happened at Honda and the transition of going from the steel frame to the aluminium bike meant that the Suzuki was the best and only option. It would have been great if I had been able to get the Yamaha deal going earlier but it was so late and I have to give many thanks to Suzuki for putting up that contract. Roger DeCoster and Mel Harris and all those guys put a lot of effort into the programme. Looking back at my career I don't think I would change any of the decisions I made..."

"Perhaps I would change the moment of going to ride a KTM when I retired but what a lot of people don't know is that when I signed the deal it was with the idea of building a new bike. Then I got into the deal and they scrapped the plans to build that bike so I kinda got screwed. It's neat to see the success they're enjoying now and the people at KTM are great and a super nice crew.

"As a racer and a champion – when I got third in 2002 and Yamaha decided to put their money into somebody else – I felt really hurt by that. It was like a slap in the face. They had not won a supercross title since 1981 and I won three in a for them. I then get third in a championship and they don't want to re-hire me? I have a lot of friends at Yamaha and that to me was

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insulting. I don't think upper management knew what was going on otherwise they wouldn't have let it happen.

"As an athlete I was pissed and wanted to go and do this other deal to kick their ass but it didn't work out and it was a bit of a stretch to think that it would work out. When you're in that position like I was with Yamaha you're just doing anything to get back at them.

"Racers unfortunately forget that Father Time sets a limit and it's going to get you no matter what bike you're on. It will stop at some point. We always try and live in the moment and I guess you're a victim of circumstance. When you win so much you automatically assume that you will carry on winning for the rest of your life and that's not the case. There is a window in life – maybe two years if you're good and lucky – and if you don't hit it there is nothing you can do about it."

DBR: Supercross has changed a little from your heyday – how is it better or worse?

JM: "I think the awareness of it is big and this is pretty good but I think we had more outside sponsors when I was winning than they do now. We had 1-800-Collect, Boost, Kawasaki had Chevy and there were other non-endemic sponsors. That has gone away a little bit.

"I think the pay scale has ruined the sense of camaraderie among the riders. Guys don't hang out, they don't like each other, they do their own stuff and to me sport is about relationships, enjoying the success and working hard when you fail – that's how you get better. It seems more one-dimensional these days with the athletes. As an athlete I'd like to see everyone getting on more and that's how you build a brand as a sport not by pitting everyone against each other.

"In my mind it's just a little too serious now. There are a hell of a lot worse jobs than being supercross superstar. Just because you're winning races in supercross does not mean you get to avoid everything else. You're a brand and if the fans don't look at you in the right way your career could be cut short."

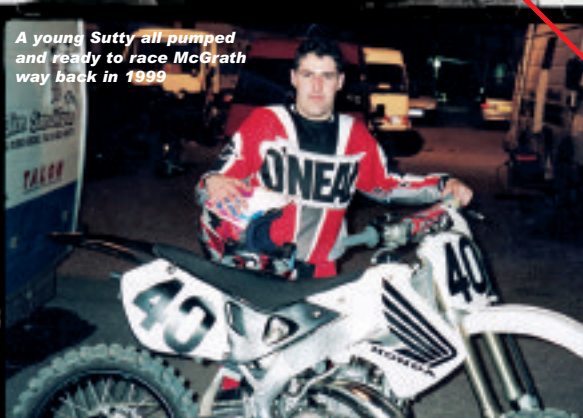
DBR: Is the show still just as slick?

JM: "It was pretty slick back then. The only difference is that they all have semis now whereas we had box vans! The look of the pits has changed but the racing is the same. I miss the two-strokes – the smell and the noise. The bikes just seem too easy to ride even though they are fast and powerful and can go so quickly – I think a little bit of the challenge has gone. You can jump anything now because they are so fast. They make a slower guy better which is kind of a bummer."

DBR: Going back to what you were saying about the sponsors... it seems energy drinks have stepped in and shown a way similar to the tobacco companies in the '80s and '90s...

JM: "For the demographic of our sport energy drinks are a perfect match and you could say they've given the sport a shot in the butt but you could also turn it around and say that supercross and motocross helped create those brands.

"I think everything is a phase and these guys are aware that they don't want to go too crazy with the brand because it gets worn out. They stick the right people on their stuff and try and limit it to that. Certainly energy drinks have given supercross a boost but if they weren't there I don't think the sport would end up looking that different. Maybe the pay scale would be a bit different and we'd get some better attitudes out of it!"



The two very separate sides to McGrath's life – "that moto shit" and the family man



GOING BAR-TO-BAR

I RACED MCGRATH AND MCGRATH WON...

Way back in 1999 Jeremy McGrath was at the very top of his game having just smoked his way to a sixth AMA SX title. But that very same autumn he'd been tempted over to the Sheffield Supercross and would face his stiffest competition yet. It's not that Suttly was particularly difficult for the SX star to beat, he was just really excited to be there!

Young, dumb and not so full of momentum our then 24-year-old hotshot lined up in a heat race with SX champ McGrath, British champ Rob Herring, Canadian legends Jean-Sebastien Roy and Marco Dube plus a few other international names and local heroes. A whopping 13 years on and despite a concussion or nine Suttly still remembers it like it was only yesterday.

"Practice hadn't gone so well because I'd rattled my chin off the handlebars a few times so that was all swollen and I looked even more like Dougie Lampkin than normal," claims our Dep Dawg. "So basically my confidence wasn't too high heading into the heat race and I kept getting asked for my autograph by confused fans who wanted to know if I was there to do a half-time trials show.

"After finishing second in my daytime qualifier I should have had a pretty good gate pick for the evening but I think Chris Sprawson shafted me and I somehow ended up right on the outside – come to think of it my parking spot in the pits was rubbish n'all. I still got a pretty good drive out of the gate though and exited turn one on the tail of McGrath and Herring (and a few others) with photographer's flash bulbs popping and the crowd getting mildly excited.

"From there the next five minutes were a heady rush of arm pump, the inhalation of vast amounts of two-stroke fumes and an awesome reverse pass on McGrath which saw me set him up and go a lap down without any problems at all.

"Basically, I raced McGrath and he kicked my ass..."





LEADING LADY!

BRITAIN'S NEWEST ENDURO STAR JANE DANIELS LANDS AN EWC PODIUM AT HER VERY FIRST ATTEMPT...

Words and photos by Future 7 Media

Enduro used to have an image problem. As far as many saw it it was little more than a tough sport for hardened old men that were past their prime – a graveyard for over-30 somethings and retired motocrossers. Thankfully in recent years that tired view has been swiftly kicked to the kerb. Now enduro is much more of a young person's game. Of course it's still tough – it's brutal at times and never a place for the faint hearted – but now both nationally and on the world stage it's brimming with young talent.

Among the new crop of riders pushing their way to the front is a person who has emerged this season as someone faster, tougher and more resilient than those that have gone before. A quick learner who's already recorded standout performances in both extreme and traditional timecards enduro events. With head turning results at Erzberg and a podium result at the recent Enduro World Championship GP of Italy it seems this one's destined for success. And best of all she's British. Jane Daniels is her name...

From a distance Jane's just a quiet and unassuming 18-year-old from Wigan. But hand her a bike and point her in the direction of a forest and her talents immediately emerge. Yep, Jane Daniels is quickly becoming one of Britain's top female enduro riders and all in what's regarded as her first full season on the national enduro scene.

Born into a family of bikers she's watched her father – Andy – and then her elder brother Gary race before wanting a bike of her own. After dabbling in trials and acquiring some of the basic essentials of balance and throttle control she moved into enduro, though mainly focused on local hare and hounds. During the winter she started to gain attention with some eye-catching results in the British Extreme Enduro Championship. Proving that she could gut it out when the going got tough she also showed she was equally adept when the pace picked up too.

Signing up for the Husqvarna ACU British Sprint Enduro Championship she easily secured the Women's class title with runaway victories at each round of the 10-day series. Claiming 10 wins from 10 starts while mixing it near the top portion of the overall classification the question

was soon asked as to how Daniels would fair if she stepped it up another level and competed in the Women's Cup of the Enduro World Championship. Was she fast enough to reach the podium?

Well, with the fifth round of the series taking place in Castiglion Fiorentino in Italy on the last weekend of June there was only one way she was ever going to find out...

"I had wanted to do the first two rounds of the Women's Cup in Spain and Portugal but was too busy with my college course to go," explains Jane, now a graduate of Sports Science. "With college finished and nothing on at home my Dad and I decided to give one a go."

After a bit of last minute planning Jane managed to organise a late entry and began the panicked rush of getting everything ready to go. "I only found out that my entry was confirmed on the Friday before we left. It was a bit chaotic to get everything ready as I still had to build my bike. We bought a new Husaberg on our way home from Erzberg but it was still in a box... in the living room!"

Spending the weekend putting it together and then chucking everything they thought they might need into their Sprinter van both Jane and her father headed down the M6 from Wigan towards the Eurotunnel. After a restless trip underneath the English Channel the next stop was Italy and her first taste of the EWC.

"In hindsight we probably should have arrived a day earlier instead of on Thursday morning. Luckily though it sort of worked out in our favour as we managed to get parked up with all the factory trucks in the A Paddock. By Thursday morning the B Paddock was already wedged plus it was also about a mile from where everything was happening. We drove around looking for somewhere to park until I spoke with Alain Blanchard and he squeezed us in."

Once parked up it was down to business. With a brand new Husaberg TE 125 still to be run in Jane got suited and booted and headed off to the dusty test track. After a bit of help from the guys at Husaberg everything was good to go and with the temperatures beginning to simmer down she joined forces with the rest of the British contingent to walk some special tests. >>

Boxfresh 'berg and boxfresh Jane hit the EWC with a bang!

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JANE ON...

LULU AND LAIA

"I didn't expect Laia to be as quick as what she was. She was incredibly fast and confident on the extreme test and that's where she made up so much of her time. I didn't get to see Lulu ride but knowing that I wasn't too far off her pace is a big confidence boost. Aside from the last lap I was about 30 seconds behind her for most of the day and she's won world championships. I feel that closing the gap to her is a realistic target."

THE FUTURE

"I'd love to be able to do a full season of EWC and aim for a solid overall position if we can find the funds needed to do it. I've finished college so I can commit to racing more and hopefully make that step to being in the EWC full time."

WALKING TESTS

"Getting to walk the special tests with the top British riders was a real plus. Paul Edmondson took me around the Super Test and showed me lines that were better and faster than what I would have used. It was great to gain from their experience and I'm sure it saved me a lot of time."

FIXING STUFF

"I'm not afraid of getting my hands dirty and I'm handy with the spanners. When I'm not at college I help my Dad out at work fixing bikes and vans. I can change a piston but maybe not something like a gearbox – it's a bit more complicated."

TECHNICAL ISSUES

"I almost didn't make it past technical inspection because my lights didn't work. When I went to scrutineering the lights stopped working even though it was a brand new bike. With about five minutes to spare, five guys from Husaberg ripped my bike apart trying to fix it. It turned out the wire for the brake light got melted on the exhaust and short-circuited everything. Luckily they fixed it just in time."

THE ISDE

"I'd love to race the ISDE one day – what could be better than racing your bike for six days. I love watching it and always follow the race when it's on. Hopefully one day I'll get a chance to go."



Trials experience helps Jane on the demanding EWC tests



"That was my first real indication of what I was letting myself in for," laughs Jane. "It was afternoon and yet it was still bloody hot. Walking the tests was a real eye-opener – you just don't get anything like that at home. The Extreme Test was set in a rocky gully with some proper steep uphill and downhill while the Cross Test was straight forward enough. David Knight and Jordan Rose gave me a few tips on line choices which really helped but with it still 30-plus degrees I knew it would be hard work."

With time ticking on, the Friday evening Super Test quickly came round. Offering a chance to settle her nerves while also grasp the fundamental principles of timecard rules and regulations Jane pushed her bike out of Parc Ferme and rolled off the starting ramp to start not only her first EWC event but also her first ever timecard enduro.

"To be honest I wasn't that nervous when I went to take my bike out of Parc Ferme," she admits. "I was still trying to figure out what each piece of paper was for and was busy chatting to the Australian girls about what I was supposed to do and when to do it. But once I rode off the starting ramp the nerves crept in. I just wanted to get that super test out of the way, get a decent time in and with no major mishaps."

As the first rider to tackle the test and with

no-one else to judge the conditions against she stuck to the game plan hitting each line with committed precision. Setting the second fastest time in her class Jane was off to a perfect start. Finishing just 15 seconds behind championship leader Laia Sanz and already 20 seconds up on defending champion Ludvine Puy, Daniels immediately impressed.

But the Super Test is merely regarded as a show at a EWC event – a short two-minute blast and nothing more. The real test would come the following day and with an eight-hour day in the saddle against 35-plus degree heat the Tuscany hills were about to become a real test of attrition for not only Jane but also everybody else in the paddock.

Although not having any major problems on the special tests, it was out on the liaisons that the Husaberg rider had a little trouble finding her pace. "I think I started off a bit too fast. I didn't know how I should ride the liaisons and I also didn't really know what to do once I got to the end of them. Initially I thought I had one check at the start and then one half way around the lap but suddenly a couple of extra ones popped up out of nowhere. At first I just handed the observers my card and kept on going. In the end I was able to catch up to the girl in front of me so I copied her and did what she did when it was my time to do it."



Queen of enduro Laia Sanz



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Setting a strong pace during the early part of the day Jane soon found herself sitting in third and not too far from reigning Women's champion Ludivine Puy who was holding second. Jane was also a long way ahead of fourth. On her debut ride in the EWC it looked likely that a podium result was a real possibility until the torturous heat began to take its toll.

"Up until the last lap my pace was good and I was riding well," explains Jane. "I was fine on the Extreme Test as it was quite shaded but out on the Cross Test it was like riding in an oven and even up in the mountains on the Enduro Test it was no better.

"When I reached the final service check I began to feel a bit too warm and tired. I sat down in the shade and tried to eat something but it turned my stomach. I ended up getting sick. Right then I began to feel proper ill. Part of me wanted to stop but I knew I didn't have far to go to finish. I told myself to suck it up and push on. I'd come too far to give up – I wanted a podium."

Digging deep she soldiered on to the finish to claim third overall in the Women's Cup – though Jane's drama was only just beginning.

"When I got back to my van I began to feel dizzy and started to vomit. I couldn't stop and

almost filled a bucket. I was a little out of it at the time but my Dad took me to the medic centre and they put me on a drip straight away. I think I had about five bottles of whatever they were pumping into me!

"But even with all that I went through, getting to stand on the podium was the best feeling. I know I looked a little worse for wear on it but I was definitely pleased with what I had managed to do and it has given me a taste for more. My aim is to try and make it to the final round of the championship in France in October. I think the conditions will suit me a little better and maybe with more time to prepare I can get a little closer to the Laia and Lulu."

Having only intended to simply give the EWC a go as an experience gaining exercise Jane achieved so much more. By pushing past the point of exhaustion not only did she finish on the third step of the podium but she also became the only competitor this season to show a wheel to the leading Gas Gas duo. Ending her day over 90 seconds behind Puy but also a whopping six minutes in front of anybody else indicates that this exciting young prospect from Wigan may well be on her way to becoming one of Britain's brightest young things...



DK ON JD!

KNIGHTER'S VIEW ON OUR LEADING LADY...

"To be honest I'm not really surprised by Jane's result in Italy and it's what I was half expecting her to do. I've kept an eye on her this year and it's easy to see she's got a lot of potential. In the extreme races she can handle herself on the technical stuff and then at the BSEC she's fast in the special tests. I believe she can be a future talent and even though she's still young she's already closing in on Ludivine Puy, who's 10 years older than her. With a bit of help I think she can go far in the EWC and maybe even AMA Endurocross too."

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BUILDBASE HONDA'S FAST FRICKIN' FRENCHMAN LEAVES HIMSELF WIDE OPEN FOR A RATHER INTRUSIVE QUESTIONING – ESPECIALLY FROM TEAM-MATE JORDAN BOOKER...

Words by JP O'Connell Photo by Suttty

Q: It seems like you have been racing for ever and ever yet you're still only 23 – when did you start racing professionally?

Trevor Bryant, Doncaster

NA: "I started racing professionally when I moved into the adult classes. I could earn some money so I guess this is when I became a professional."

Q: You were meant to ride the Honda 450 this year then had to make the switch to the 250 but which bike do you enjoy riding the most?

Ian Browne, Christchurch

NA: "I love riding both bikes for different reasons really. The 250 I can throw about and I guess it's what I'm most used to but the 450 is so fast and powerful it is great. MX1 bikes are getting lighter too so more people are flicking them around like 250s now."

Q: Most racers dream of racing full seasons of GPs yet you gave that up to ride the two main British national series' – what was the thinking behind your decision?

Adam Radley, Lothian

NA: "GP racing is tough at the best of times and any racer needs a good team around him and a good bike. I had to balance everything up and doing a handful of GPs this season in a class which is new to me – MX1 – was the right way to go. I have won GPs before but the sport is changing and when Dave Thorpe offered me a deal in his team with his knowledge and guidance – especially on big bikes – I thought this is what I had to do. This season hasn't gone as planned but I'll keep trying and I haven't ruled out doing more MX1 GPs."

Q: How long is your contract with the Buildbase Honda Team? Is the ultimate goal to progress and race a full GP season with them?

Alan Hardwell, Plymouth

NA: "My contract is only for one year with Buildbase Honda and we'll have to see what happens next year. I think we have all learned a lot from this season and I think the Buildbase team would firstly like to win some domestic titles before they venture out into the full-time GP world. All the team's sponsors are UK-based as well so they gain very little from a GP season."

Q: It's probably fair to say that your assault on the Maxxis and Red Bull Pro National titles has been

hampered by some bad luck – are you frustrated with how things have gone so far?

Lee Trent, Suffolk

NA: "Of course. I want to win. I am a racer and I have worked hard to get where I am and it's disappointing not to deliver results. I am frustrated and the team are also frustrated but as professionals we keep trying and giving 100 per cent."

Q: Would you rather your hair or Jordan Booker's hair?

Wayne Shortland, Montacute

NA: "I would love Jordan's hair if it made me go faster."

Q: How hard has it been to leave your family and friends behind to live in the UK this year – do you get to go home often?

Neil Adcock, Cheddar

NA: "I started training for this season living in the UK full-time and gradually this has developed into me going back to France more and more. I do miss living in France but as a professional I have to go where it is best for my career."

Q: Having ridden the GPs for so long have you found it difficult to find the correct strategy for the shorter domestic races?

Damian Blythe, Sandford

NA: "No, it's not the strategy I find difficult or the race distances at all. I just need to get the starts and focus on the finish flag."

Q: You finished third in the world in '08 – what has been the main reason for the loss of momentum for you and do you think you can get it back?

Mark Hawkes, Salisbury

NA: "I think I can get it back. Life is about ups and downs. The mark of a winner is dealing with the downs positively."

Q: Is the physical training that you do with DT and Dickie Dye much different to what you have been doing in the past?

Martin Bowker, Chalk

NA: "The type of training I have been doing with the team is similar to what I have done before. Jacky Vimond had a training schedule which revolved around a great deal of cycling where now we run, cycle, swim

and do light weights work in the gym – mainly over the winter period. Training is hard, sometimes very hard but if a rider wants to achieve success at the highest level then it has to be hard. Dave and Dr Dick have been training and coaching a long time at this level...it is certainly an eye-opener!"

Q: Having spent a few months in England do you now prefer our traditional foods like Nando's, Maccy Ds and Dominos over French cuisine?

Leon Walker, Hastings

NA: "I would never pollute my palate with such food."

Q: Does motocross have a higher profile in France than it does here in the UK and are there better opportunities to be had as an aspiring racer there?

Darren Burgess, York

NA: "French riders have the same opportunities as here but I think the general public are more accepting of MX there than in the UK. Motocross in France is very, very popular. We have more than 10,000 fans come to watch an international race, regularly. In the UK we will be lucky to have this many at the GP."

Q: If you could change one single thing about yourself would it be –

A: To have a full head of hair.

B: To not have the body of a 12-year-old.

C: To be as good looking and stylish as me.

Jordan Booker, Bristol

NA: "Jordan, have you looked in the mirror lately with your shirt off and why do you English always go on about how much hair you have? No Englishman will ever be as stylish as any Frenchman."

Q: You have had success in both motocross and supercross – which do you prefer to race?

Adrian Baker, Leavesden

NA: "I love racing supercross. It is spectacular and fun but I would still like to be MX1 world champion."

Q: Throughout your career who stands out as the person you've most enjoyed racing against?

Spencer Haynes, Bolton

NA: "I love racing against all the top guys. I can't really pick a favourite but I would love to have a good race with Cairoli, Desalle or Pourcel right now."



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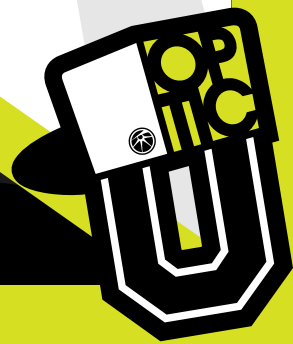


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Words and photos by Team DBR

Finding a race meeting that doesn't clash with a work weekend is tough enough at the best of times but chuck in the current UK weather conditions and it's proving more or less impossible. While it's usually possible to sneak in a Wednesday nighter or two through the summer months even that plan went awry as both the midweek Bass GP and then the Bass Creek National – which was scheduled to go off just seven days later – were called off due to too much moisture falling from the Cumbrian sky. Stupid Lake District...

So with one last weekend free before the summer slog of back-to-back working weekends kicked in my plan was to race the PS3 – that's Project Shed 3 and not the console – on Saturday and the Cairoli rep at either Doncaster Moto Parc or a WOR hare and hound on the Sunday. However, a badly twisted knee and ankle in Saturday's opening twinshock moto put paid to that plan and meant I was unable to do anything at all the next morning other than drink beer and Tweet sh*t about the Latvian GP. Nice work if I got paid for it...

That basically means the Cairoli Limited Edition 350SX-F remains unraced this month although I did sneak a Tuesday away from the office with the STR KTM team – bar Matiss Karro who banged himself senseless in Sweden – at a private track in North Yorkshire. The track there is always super gnarly and a real test of man and machine. While the 350 ate it up like it was nothing and inspired me to push hard my heart and lungs soon cried

enough as my muscles screamed for more and more oxygen-fuelled blood. Stupid lack of cardio.

Unlike my battered and dysfunctional body (better you hear it from me than your mom, right?) the bike is awesome and continues to impress no matter what the going. Could it be any better? I thought not but apparently it could. How do I know this? Matiss' bike was there even if Matiss was not!

The STR team take a stock KTM 350SX-F and strip it down to nothing. The frame goes to get powder coated factory orange while the engine – and some freshly bought factory WP suspension – gets sent to Stewart Johnstone at North Moor Engineering (www.nmedevelopments.com) who does amazing things to the insides before sending 'em right back. At this point team tech Ben Lightbown lovingly rebuilds the bike bolt by bolt using the best products around from companies like Renthal, Talon, Raptor, Pro Carbon, GMX, GET, Delta, Acerbis and DEP. He then chucks a Spiral GFX sticker kit and some KTM Powerparts at it and the bike's ready to roll.

This particular bike had come straight from the Swedish GP and still had the scratches down the side from Matiss' monster dismount. With the extent of his injuries unknown at the time, Ben had cracked on and prepped the bike ready for the qualifying race just in case. So with a GP-ready race bike and a slightly better than stock limited edition 350 to compare it to I dragged my hairy ass out of my deckchair and put in some more laps.

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Anyway, my point is that if your bike has flow-disruptive plastic t-pieces in place it might be worth investing in a silicone hose set. Not only do the plastic t-pieces disrupt coolant flow they're also a weak point in the system and prone to melting if things get hot. A silicon hose set will withstand much higher temperatures without failing and are pretty tough when it comes to warding off roost and shrubbery too.

We've been running a DRC silicon hose set on our KTM and although we've not noticed massive performance gains in power or cooling ability there haven't been any negative effects either and the orange colour also livens things up a bit down there. Unless you're the King of Bling they're not an essential purchase but they will make a great replacement for the stockers should anything happen to them. Check 'em out at a dealer near you...

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2012 SUZUKI RM-Z450

RIDER: MARTYN TUCKER

Glory boy 'meat hammer' and the RM-Z at Rushmead



© Dave Rich



WINNER!

A RARE VICTORY FOR A DBR MAGAZINE MACHINE PUTS A MASSIVE SMILE ON M-TUCKER'S CHOPS...

The big news surrounding our Suzuki RM-Z450 this month is the great performance at the Phoenix Tools Premier Champs race at Rushmead Race Park where Martyn 'meat hammer' Tucker kept things smooth to take overall victory on the day.

The track started off pretty wet but dried out as the day went on so we made a few tweaks to the suspension. With the heavier conditions for race one

we went stiffer on compression by two clicks on the SR75-tuned forks and Fox Shox shock to allow the bike to stay balanced with the extra weight of the mud onboard. We then changed it again and backed things off as the day wore on and conditions got better.

The Over-35 category in the South West is a battleground as experience and race craft is at a max. The guys racing at the front of the class all know

their sh*t so the racing is close and always a treat to watch. It was great to see the DBR machine up front and success always brings a smile.

The bike is getting better with every outing as it's so easy to set-up due to the smooth nature of the power delivery and balance from the chassis. I can see why Bubba got straight on the yellow machine and punished everyone – until he went into dream mode and ate sh*t!

Since I weigh the equivalent of two Karros – or one and a half J-Laws who was also there testing the bike *waits patiently while you figure that one out* – giving an opinion on how the suspension is kinda pointless as I was blowing through the initial softer part of the stroke and getting right into super stiff bottom part quite quickly. So for me the ride was quite harsh compared to the stocker and a lighter rider would definitely appreciate Karro's STR set-up way more than me.

I did like the power delivery though because this thing has ample ponies. I'm not sure exactly what HP this motor – or the stocker – produces but I'd guess the NME motor pumps out around 10 to 15 per cent more. And you can really feel that difference too whether it be powering off the startline, building up from low revs or bouncing the thing off the rev-limiter – there's muchos power por favour right through the range.

There's definitely no denying that this bike is

quick – just look at how many Maxxis motos it's holed out this year – but the best part is that it's not 450 brutal and that makes it raceable for longer. And longer is always better (better you hear it from me than your mom, right?). For someone without super human levels of ability and fitness this motor is ideal – or dench as our internet hiphopotamus Hank Hill would put it – and the best part is if you send your motor to NME along with an envelope stuffed full with used notes then you can buy this sort of power n'all. Probably best ring 'em first though, eh?

So will I be using the company credit card to pimp the magazine machine's motor at NME? Unfortunately not as KTM need the whole bike back for some shiz or other so our time with the Cairoli Limited Edition is unfortunately over. Damn shame really because this bike and its electric-start goodness has really flicked my switch and reignited my passion for racing – good work Austrian dudes...

DBR TESTED



2012 KTM 350SX-F LIMITED EDITION

RIDER: **SUTTY**

Wakker shakes down the TE310 at a RORE Hare 'n Hounds



OUTTA THE BOX!

WAKKER FINDS THE HUSKY TE310 IS ACTUALLY PRETTY GREAT STRAIGHT FROM THE CRATE...

A race is always the best test environment for a bike and I recently headed south to the crackin' Rogers Hill Raceway near Bere Regis for a RORE two hour hare n' hounds evening event. A great track was laid on for the 80-plus riders with Danielle and the hard-working crew making everything run smooth.

Husky UK's Dave Plummer hooked us up with a TE310 on the day and from there it was literally straight to the event via a quick stop-off to pick up freshly crowned BMX world champ Revs at Stolen BMX HQ before going to meet Glenner and the crew at the track for some pre-race banter.

The 310 is a bit of a favourite of mine and its pedigree is proven on the world stage. Obviously the WEC riders are on full factory bikes but here at DBR I like to take a bike straight as it is and ride/race it for a full performance evaluation straight from the showroom. It really doesn't get more straight from the showroom than this as the sparkly 310 was numbered up quickly (quickly and terribly – Suttty) and then some preload added on the shock and extra compression and rebound all round for a little more large human support and that was it...

I was fairly relaxed at the start of the race because I wanted to spend a bit of time getting a feel for the bike. With everyone haring off like legends I cruised on trying to find an early rhythm. The first thing I noticed was how much grip it was possible to find on the

varying surface conditions. The track incorporated rocks, water, logs, mud, dry, grass, roots and pretty much everything else you could think of.

For testing a bike it was perfect. The 2012 TE310 is definitely not standing up and shouting 'I am the fastest' but to be fair this is okay for most riders out there. This bike is definitely not super-fast in race conditions but what it does, it does really well. The bike is smooth and works hard to keep you out of trouble on any trail ride. Grip is always easy to find thanks to the power delivery and the chassis is balanced once set up.

Yes it needs more power to compete at the highest level but this is a bike made to enjoy. More power can be found as I have recently found out at the 2013 Husky launch in Italy and it wasn't until I raced the 2012 model that I realised just how much more power the Italians have unleashed from the 2013 310 motor.

The bike ran for two hours non-stop with only the odd burble from the fuel injection when rolling the power on after a slow section. A little bit of richening up on the EFI system would see this right. Fuel consumption was not a problem and the two hours were easily within the bikes range at an average pace. The time flew by with the only dramas being from landing on fallen riders – ouch!

To round up this bike never missed a beat, it was great fun to race and it brought me back safe and sound with a smile on my face!



The TE310 putting a smile on Geoff's face at Bere Regis



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2012 HUSQVARNA TE310

RIDER: **ANGRY GEOFF WALKER**

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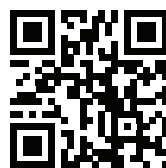
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XRATED!

**MOTOCROSS TOPS THE TV RATINGS CHARTS AS THE
X GAMES GOES OFF LIVE AROUND THE WORLD...**

Words and photos by **Steve Cox**

Motorsports were never originally meant to be part of the X Games. In the beginning it was all about adrenaline and gravity sports with bicycles, skateboards and street luge taking centre stage. But in 1999 MX Freestyle came to the competition with the

battle between Travis Pastrana, Mike Jones and Brian Deegan making a lasting impact. So much so that now, some 13 years later, Pastrana and Deegan are still X Games stars – albeit in rally cars. While the X Games still relies on established names to get ratings there is hope on the horizon as new names are popping up here and there on the motocross side of things...

**Jeremy Stenberg gets the
fans vote for Best Whip and
DBR vote for Best T-Shirt**

**Nate Adams taking
Speed and Style silver**



Aussie Jarryd McNeil goes for the fans text vote in Best Whip



Matt Buyten bagging silver with a mere 46ft jump in the Step Up!



FMX

The freestyle side of the motocross disciplines at X are the bread and butter of the Games. Now that they're all held inside Los Angeles' Staples Center the order of the events is determined more by logistics inside the arena than by TV ratings or fan attendance.

For this reason the classic motocross event – Freestyle Moto X – is first up and Japanese freestyle superman Taka Higashino immediately puts himself head and shoulders above the rest of the field with flip variations to match anyone else's and one trick no-one has ever done in competition before – the Rock Solid backflip. Yup, that's flipping with absolutely nothing hanging on to the bike!

A very solid run by rising star Levi Sherwood secures second and then Javier Villegas surprises many by taking the final medal just in front of last year's champ Nate Adams. Word has it that sixth place finisher Adam Jones is so miffed at the judging that he almost challenges the judges to a fight in the parking lot afterward.

Friday features Best Trick, Best Whip and Step Up. Best Whip is a popularity contest, voted on by the fans, as six riders throw their biggest whips for the fans in the arena as well as fans at home. Fans get to text their votes for the winner and for the second year in a row the win goes to Jeremy Stenberg over Aussie Jarryd McNeil and former Best Whip winner Todd Potter. The racers – Josh Hansen and Billy Laninovich – finish fifth and sixth despite throwing out some massive whips.

In Step Up it's once again a showdown between multi-time champ Ronnie Renner and former champ Matt Buyten. They set a new world record – thanks to the design of the jump – and both clear a whopping 46 feet. Buyten can't quite

make 47 though and the win goes to Renner, although both of them get X-rays after the event as they're both injured during the competition but refuse to quit. The landings are so jarring you can feel them in the stands!

The final event on Friday is Best Trick where Higashino returns with his Rock Solid backflip and improves upon it in his second run with a one-handed landing. But that's still only good enough for the silver as last year's champ Aussie Jacko Strong backs up his front flip from 2011 with a huge body varial to take the win for a second-straight year. Third goes to Cameron Sinclair with his double backflip.

The final freestyle event is Speed and Style. Carey Hart – who announces he'll quit competing after this year's X – goes out in the first round losing to Edgar Torronteras who later crashes hard in the semis as he races with Nate Adams, and doesn't come all the way around on his backflip. With Torronteras out by default there's no need for a bronze-medal race and Ronnie 'Kung Fu' Faisst, who beats Matt Buyten in the first round, gets the Bronze.

The gold medal event is a rematch of 2011 with Mike Mason facing off against last year's champ Nate Adams. Last year Mason rode a YZ250 and actually won the Speed portion of the event but Adams won based on a higher Style score. This year Mason doesn't leave anything to chance as he races a CRF450R and improves his trick variety by quite a bit. In the end Mason takes the gold over Adams.

"I'm glad I got a win tonight," says Mike. "I've been working hard on this event and it's about time I won something because I need to keep my sponsors paying up!"



An attack of the crashes kept Sugar Taddy out of the X Games medals

ENDURO X

Enduro X comes last at X for one simple reason – the course would be impossible to remove and replace with a freestyle course in its place in just a few hours. This year's course has all of the standard obstacles but perhaps the biggest issue was the order of the obstacles on the course as the firewood pit immediately follows the water hole which means that by the time the finals come around the firewood is all very, very wet and very, very slippery.

On the first lap of the women's final, of the 10 women on the course, only two make it through the firewood. The rest are all stuck in it or have fallen in it. Taking advantage of this, Louise Forsley leads for quite a while before finally being overtaken by last year's champ Maria Forsberg. They're both coming under fire from Tarah Gieger until she goes down then gets stuck in the firewood pit for almost an entire lap. She ends up seventh. Forsberg takes the gold for the second time in front of Forsley and Canadian Chantelle Bykerk.

The men are much more adept at Endurocross and KTM's Mike Brown is the fastest qualifier, probably helped out by rival Taddy Blazusiak taking a spill during his qualifying lap. Blazusiak takes his heat-race win over Brown though with both of them qualifying for the final. The second heat sees Cody Webb take the win over Geoff Aaron and heat three is Taylor Robert in first ahead of Kyle Redmond.

After the LCQs the main event has the honour once again of being the last event of the X Games. Mike Brown has the early lead when the rest of the field get balled-up in the second turn including Blazusiak who goes down in the melee. Brown's lead looks insurmountable right away but he gets stuck in the firewood and loses a ton of time immediately.

Still, Brown pulls it back together and pulls away taking the X Games gold medal by finishing ahead of Webb and Cory Graffunder. Blazusiak recovers for fourth place despite crashing something like a million times in the main event...



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Former AMA and British MX
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GOLDEN BROWN!

CATCHING UP WITH THE OLDEST EVER X GAMES GOLD MEDALLIST...

Former AMA and British motocross champion Mike Brown is starting to make good on his off-road career and after winning the Enduro X gold medal at X Games the 40-year-old Tennessean is almost a household name across America. We caught up with him to get his take on his new found fame...

DBR: Talk about Endurocross and how your motocross background helps or hurts you out there.

MB: "Endurocross is like supercross – the more you ride it, the better you get. There's a lot of timing and technique needed to get through the rocks and over the logs... Like I said, it's like supercross for me now. The more I ride the better I feel on it. If you don't ride it it's hard to just go out there and jump on it and do it."

DBR: What's it like to perform in front of millions of people like that?

MB: "Yeah, for sure it was good. Coming into it I was prepared. I rode a lot more than I have been and the track suited me. It was a little bit fast in sections and it was a little bit technical but I think the rock sections and all the log sections were easy – not easy but easier than what they have been. It just suited me and I felt good all day. At the last Endurocross I rode in Sacramento I was fast but I wrecked on the start and then wrecked in the next corner but I came back and had the fastest times. But I just felt good all day – today was just one of those days and when I came here I knew I was just going to win."

DBR: Yeah and that was obvious. What about the water and then hitting the logs after that? Because after a while they all got really wet and it seemed like they were really slippery. How did you handle that?

MB: "That was the worst part of the track – the firewood. It got really wet and slippery. You just had to take your time. You couldn't get on it real hard and you just had to get your momentum and just let it creep through there, feet down and everything. You feel like the biggest squid out there when you ride that stuff..."

DBR: But everybody had to do that...

MB: "It's hard. It's the hardest thing I've ever done. Just to get around the track fast is hard. I'm sure other people could do it but just getting the techniques down... It's different for sure but I enjoy it. For me now it's like supercross – it's a little bit slower paced and there aren't so many big jumps. I like it. I enjoy it."

One and only Brit
Graham Jarvis took
sixth in Enduro X



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Cody Webb (5) slips past Colton Haaker (10) and on to an eventual silver medal

DBR: How do you deal with Taddy? That guy has been so amazing at endurocross...

MB: "Taddy is super-fast. I think from the first year I started racing up to now he's switched over to a more moto-style. You can tell his technique is different now. He's riding different. He's still a fast guy out there. He's really good. He switched over to a more supercross kind of style. He likes that. He likes jumping. So he's just changed a lot from day one. He's not slower, but he's different. I think he used to stand out the most, his style. Now, he's kind of coming close to us and everyone else is picking it up. But he's still a top guy out there. He's good."

DBR: What has changed as a result of winning X Games in your life, it was a pretty big deal on TV?

MB: "People at home were pumped. Everybody I've seen has watched it so that's good. It's not going to change your whole life but there's just a little bit more stuff I can do."

I'm going this week to do a big NASCAR ride with some of the NASCAR guys on street bikes. ESPN and Speed are doing that. I don't know, it might help a little bit but it's just a race."

DBR: Will you be nervous around NASCAR guys on street bikes?

MB: "Because they want to race? No, I'll be fine... [Laughs] Honestly, that would be my goal, to get into some kind of car racing. It doesn't matter what level, just any kind of cars. I did car racing for a year and a half or two before and I like it. It's just expensive if you pay for it yourself."

DBR: What about off-road car racing type stuff, have you ever thought of that?

MB: "I love that. I'd like any kind of car. I love cars and car racing. I've been around it a lot in my family. My dad did it. I've been around it more than motorcycles, really. But any kind of racing, I love to do it. Any trucks, cars, whatever they have... I'll race it."

Pure Golden whips in the women's race
Below: Gieger gives Lancelot some agro in the battle for silver



MOTO X RACING

What basically started out as the X Games holding a supercross race – Moto X Racing – and then adding a women's class has now turned into just a women's class as the X Games did away with the men's class because of a lack of true star power in later years. The women's event relies heavily on the popularity of Ashley Fiolek but she has yet to put it together in the event. She doesn't even race this year.

Vicki Golden has been racing against the men in the Arenacross series for the last couple of years and if anything the Speed and Style course on which the women also do their Moto X Racing is much more mild than the tracks she's used to. She absolutely dominates for the second year in a row although she continues to sit out the Women's motocross nationals because she has a hurt knee. If she carries on like this she could be the sport's first female supercross only athlete or, you know, maybe Arenacross only.

Golden leads every lap she's on the track and throws whips big enough to compete in Best Whip if she really wanted to. Behind her comes Tarah Gieger who rammed Livia Lancelot out of the way in the middle of the race after Lancelot makes a pretty clean block-pass. Lancelot hangs on for the bronze medal ahead of Meghan Rutledge and Jessica Patterson, who went down in turn one with sixth-place finisher Tatum Sik.



American Jessica Patterson leads Puerto Rican Tara Gieger (3) and Aussie Meghan Rutledge (66)

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TRAINING DAY!

RED BULL ELITE YOUTH RIDERS GET THORPEDOED

PRESTON WILLIAMS!

TWISTED 7 KAWASAKI RIDER UNDER THE SPOTLIGHT

PARTY IN THE PARK!

MAXXIS NATIONALS HIT HAWKSTONE

MATTHEW POCOCK

CLASS OF 2012



SCOTT RUSSELL, 10

"I've learned all about smoothing out the corners and keeping momentum going around corners. It was exciting to train with Dave Thorpe and Elliott."



JACK SCOTT, 11

"We learned about late braking, how to stand up going around corners and jumping. I'm very proud to have been given the opportunity to come here today."



ROSSI BEARD, 9

"I've learned how to scrub a bit better and brake later into the corners. It's been really good to train with Dave and Elliott."



CALLUM GASSON, 11

"Today's been really good. I've learned loads of stuff. Dave Thorpe is an absolute legend and meeting Elliott has been really inspiring. It feels great to be part of the Red Bull Elite Youth Academy."



JACK WANKLING, 11

"I've enjoyed myself so much – it's been really good and I've learned some good techniques like standing up as long as I can into corners and braking late – stuff like that. It's cool to learn from Elliott and Dave."



TOM GRIMSHAW, 11

"We've been working hard on cornering – picking lines and thinking about angles and flowing. It's been a really good day and great to meet a rider like Elliott and also a three-time world champion."



CHRISTOPHER MILLS, 11

"I really enjoyed the training and have learned a lot from today. It's great for Dave to have seen something in me and given me the chance to come along."



EBB dispatches some advice on riding fast and looking cool



Elite Youth Academy riders worked hard on cornering techniques...

TRAINING DAY!

RED BULL, DT AND EBB TAKE SEVEN SPEEDY NIPPERS UNDER THEIR WINGS WITH A SCRAMBLE BIKE SCHOOL AT APEX...



The Red Bull Elite Youth Academy mission to give wings to the next generation of motocross stars got off to a flying start at Apex MX when seven speedy 65cc racers spent the day training with off-road legend Dave Thorpe and reigning Red Bull Pro Nationals MX2 champion Elliott Banks-Browne.

The magnificent seven were hand-picked by the three-time world MX champion and together with Elliott the youngsters were treated to a motocross masterclass that covered all aspects of the sport from riding techniques through to dietary tips and advice on mental preparation.

"Today has been excellent," said Dave who won three world 500cc titles in the 1980s. "All the lads turned up ready to learn and I could see them make definite progress throughout the day. It's been very rewarding for me as well as the young riders. This is just the beginning of big and exciting things to come and I can't thank Red Bull enough for giving us all this opportunity."

As well as benefitting from Dave's unrivalled experience the young pupils were also able to study modern riding techniques with 22-year-old Elliott giving one-to-one tuition as well as putting in a series of flying demonstration laps – his enthusiasm for the project was clear to see.

"It's been a really good day," said Elliott. "I was actually pretty amazed at how fast they were going – they're not scared of anything. It's an awesome thing for Red Bull to do and if I'd have had something like this when I was growing up it would have helped me so much. You can see the benefits a structured programme like this has in other countries – these lads need that guidance to put them in the right direction. I'm very proud to be a part of it and help these kids although it looks like one day they'll probably be beating me!"

The Red Bull Elite Youth Academy now moves to Cusces Gorse and Tonymoto where the country's most promising youth racers on 85cc and above machinery will receive instruction. The schools will sign off with a specially selected group drawn from all four classes at GP star Jake Nicholls' private track at his home on the outskirts of Ipswich.



...under the watchful eye of three-time World Champ Dave Thorpe



Elliott joins the kids listening to his master's voice



Preston avoiding Portaloos and making the turn!

SPOTLIGHT ON...

PRESTON WILLIAMS #100

DOB: 16/04/03 HOMETOWN: CROWTHORNE, BERKSHIRE

SPONSORS: TWISTED 7 KAWASAKI, CGH, PRO CIRCUIT, MONSTER

Never let it be said that we shun a funny story here in Rage. This particular one really made us smile and has nine-year-old Twisted 7 Kawasaki runner Preston Williams in the starring role. Preston started riding at six and then quickly moved up to racing in the Autos. Things were going so well back in 2010 his dad decided to treat him to a Neil Prince training day at Z Racing. This is where the funny happened and it went something like this...

Approaching a towering eight foot high 180 degree turn Preston decides to impress and he hits the wall of death with the 50cc throttle pinned. To the amazement of the watchers he duly launches himself skywards and fully clears a motorhome by jumping some 80 feet or more before finally coming to rest by crashing into a plastic Portaloos. Fortunately Preston escaped the incident without a scratch and fortunately nobody was in the Portaloos at the time. Totally unfazed by the whole incident shortly after Preston decided it was time to ditch the auto and he moved onto a 65.

Throughout 2011 Team Williams decided to concentrate their efforts on the Banbury Cup championship and by the end of the year Preston was winning races. Preston is a massive Tommy Searle fan – he met up with his

hero recently at the Ricky Carmichael University and it was a no brainer that he would race a KX65 this year running the #100 plate.

Rage: What's been your favourite race?

PW: "It was last year at Wroxton in the Banbury Cup. It was my first win on the 65 at club championship level and coming from the back to take the victory made it all the more special."

Rage: In your first national season this year did you set yourself any particular goal?

PW: "I set myself a top 15 target for this year and next year I really want to try and be top six at every event."

Rage: How did the Twisted 7 ride come about?

PW: "Well I always wanted to ride Kawasaki so we simply approached Twisted 7 about a KX ride – it all went from there really."

Rage: What have you found to be the most difficult aspect of national racing?

PW: "At the moment I find qualifying and the starts the most difficult. I really need to believe in myself a little bit more and improve my starts – that way I can get right on the race pace from the start."



Getting outta shape off the Hawkstone gate

PARTY IN THE PARK!

MAXXIS MXY85 ACTION ROCKS HAWKSTONE PARK...

Hawkstone Park in Shropshire hosts the second round of the Maxxis MXY85 series that first fired into life back at the tail-end of May in Northampton. Vampire's Rock KTM rider Will Keogh enters the Hawkstone round as series leader ahead of Twisted 7's Todd Kellett and Jordan Eccles but it's Keogh's teammate Scooter Webster who's

quickest in qualifying. Buildbase Honda's Josh Gilbert ends the timed session second ahead of Robert Yates, Kellett and Gradie Featherstone on the DFB KTM.

Despite only qualifying fifth it's Featherstone who dominates race one with a start to finish victory. Although Gilbert and Kellett both chase hard there's nothing they can do to stop the Yorkshire lad who becomes the third winner out of the three motos held so far in this short Maxxis series.

Jordan Eccles makes that four winners in four motos by taking a race two victory after Kellett and Webster have a coming together while out front. As well as letting Eccles through into the lead the incident elevates Keogh to second which helps keep his championship lead intact while Webster remounts for third – his first podium in the series so far. Lewis Houghton has his best ride of the Maxxis series to snatch fourth while Featherstone's fifth is enough to give him overall honours on the day.

With just one round remaining at Little Silver in October Keogh sits on a six point lead despite not having won a moto yet. Behind the Vampire's Rock teamster there's currently a three-way tie for the runner-up spot with Gilbert, Kellett and Featherstone all level while Eccles is just a further seven points behind.



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SPOTLIGHT ON...

MARCUS PHELPS #135

DOB: 8/12/99 HOMETOWN: JOHANNESBURG, SOUTH AFRICA SPONSORS: KTM-RACEWORX, INTERTHERM, TARENTINO RP, MORRIS LUBRICANTS, VERYARD RACING

In recent years South Africans Gareth Swanepoel, Nev Bradshaw, David Goosen and Damon Strydom have all shown their talent in the UK and it's not so unusual to see a warrior from the Rainbow Nation celebrating on a British podium.

And now in 2012 you can add the name of 11-year-old super commuter Marcus Phelps to the list. After finishing as runner-up in the MSA (South African) championship at 85cc level in 2011 Team Phelps decided Europe needed to be raced. Marcus first raced in the UK at last year's RBPN Culham finale. Kawasaki mounted he duly walked off with a very respectable 98 point small-wheel haul. Next up followed a Weston Beach race debut where Marcus finished in fifth sandwiched between Harry Winchman and Carl Budge.

The 2012 South African National programme got off to a real flier with Marcus now on a KTM, and carding a brace of convincing wins at the January opener. This was followed by a 2-1 result at the second round and a 1-3 third time out. With three rounds down Marcus held a comfortable SA championship lead but with EYC gigs at Landrake and FatCat fast approaching the focus then switched to the UK.

Amazing consistency at Landrake saw Marcus end the weekend as runner-up. A single race win at FatCat followed but a tough race four with just two points carded kept Marcus off the box. By his own admission he found Canada Heights a tad tricky but still scored a fine third in Saturday's final moto before Sunday saw the meeting abandoned.

At round four in Duns there was a massive return to form as Marcus topped qualification on a circuit that he immediately took to. Going on to claim three thirds and a heat four victory meant he finished as overall runner-up behind winner Taylor Hammal and secured second in

the series 77 points adrift of Keenan Hird.

All things considered it would be a truly magnificent achievement if this were simply a first full season in Blighty with Marcus getting used to British conditions. But when you consider he is actually commuting back and forth to South Africa for each round then that's really something extra special to ponder. With many thousands of air miles already clocked up this year Marcus is a hard man to pin down. But Rage caught up with him just after the Duns Red Bull Elite Youth Cup.

Rage: Marcus can you tell us about your success in South Africa?

MP: "Yeah sure, I won the Northern region 50cc title when I was six back in 2008. The following year I was runner-up at 50cc National level. Moving on to 65s I was the Northern champion in 2010 and also represented SA at the African AMU International. Last year I finished as the runner-up in the Nationals in my season on 85s."

Rage: How did the deal come about where you ended up racing in the UK?

MP: "Initially in 2011 my dad emailed Mark Eastwood. Mark then put us in touch with the secretary at the East Kent Schoolboy Club who helped us find Gary Lane who has helped tremendously. Jeff Perrett and Kawasaki also helped when we first came in autumn 2011."

Rage: Are you still commuting between South Africa and the UK?

MP: "Yes, for the Duns round we arrived on the Thursday before the event and stayed at my great Uncle's house in Kent overnight. Next day we travelled up to Duns staying local to the track. The bikes are fully prepared by Veryard Racing and are ready to go. For the return journeys we usually stay one night back in Kent before flying back to South Africa."

Rage: Apart from the weather what challenges has racing in Britain thrown at you?

MP: "The amount of riders – with 40 riders all challenging for the first corner it's exciting and scary at the same time."

Rage: What if anything do you need to improve on in the second half of the season?

MP: "Some of my starts have been shocking and this makes for a lot of catching up to do within the race. I need to put in some solid racing if I want to achieve my goals."

Rage: Is there a year-on-year plan to race in Europe hopefully leading to a GP ride?

MP: "That's the plan! This year I'll do the full year of Red Bulls in the SW class but next year I'll only do selected meetings in Europe. The plan for 2014 is to race the entire European championship in the BW class."

Rage: Out of Landrake, FatCat, Canada Heights and Duns which tracks have you liked best? Do any of them resemble South African circuits and which have proved a tough act to get fully dialled in on?

MP: "Landrake and Duns with their natural terrain have been my favourites so far. Landrake is like a track in Durban called Teza. But I qualified first at FatCat so I think the track liked me! I found Canada Heights was tight and twisty and I couldn't get a rhythm going."

Rage: With all the different UK accents have you had any difficulty understanding people?

MP: "Sometimes yes, people talk to me and I agree with them just to be polite but then I turn to my father and ask him 'what did they just say to me?' I would also like to say that in the short time I have been competing in the UK that I have met some really nice people and riders who I hope will turn into lifelong friends."

GOT A STORY FOR RAGE?

THEN CONTACT OUR YOUTH EDITOR MIKE GURNEY AT MIKEGURNEY55@YAHOO.CO.UK



Rockstar Energy **SUZUKI RM-Z450**

RIDER: CLEMENT DESALLE #25

Tucked away on a grey industrial estate in Lommel the headquarters of Geboers' Racing Promotions looks nothing special from the outside. Inside however is a very different story and the spotlessly clean home to Europe's Factory Suzuki race effort is a motocross fan's dream. While the pictures, trophies and the off-limits museum that's jam-packed with yellow factory bikes are all amazing the coolest things in the whole building are these Rockstar Energy Suzuki RM-Z450s.

Used in anger week in week out by MX Panda Clement Desalle and his Estonian team-mate Tanel Leok the latest generation of Suzuki's factory 450s bristle with trickness

but there's no needless bling. Nothing on this bike is along for the ride and if it's not faster, lighter or stronger than the stock component then it won't get fitted.

As well as being built using the very best parts available the one thing that sets these factory bike apart from all others is the meticulous level of preparation that goes into building them. Team technicians Marc ver Paelen and Bo Rasmussen work tirelessly with development engineers Roy Matheson, Gerrit Zwyzen and Frank Schroyen to arm Desalle and Leok with highly personalised bikes that are more than capable of getting the job done but as always in this sport it's up to the rider to deliver the results. Feast your eyes.



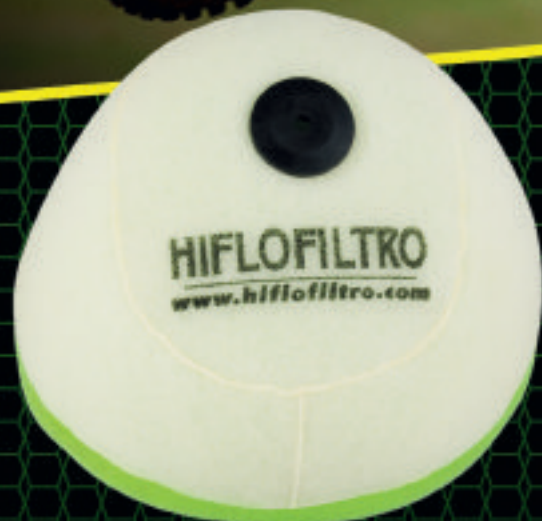
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MXGP INSIGHT!

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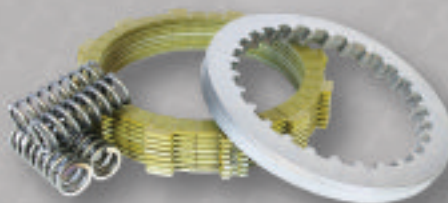
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